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LAUNCH OF THE STEAMSHIP SCRANTON.

The steel steamer Scranton, built for the Lackawanna line, to hail from Buffalo, was launched from the yard of the Cleveland Shipbuilding company between 3 and 4 o'clock today, the public as usual taking much interest in the event. The Scranton is a duplicate of the Lackawanna, built at the same yard, but finer in finish and workmanship. Her length over all is 287 feet, 265 feet keel, 38 feet beam, 25 feet depth of hold, with a capacity of about 2,200 tons. She is entirely of steel, except her upper decks which are planked; the lower decks having the steel surface. There are seven hatches, and four gangways so arranged as to enable her to take in coal below, and discharge merchandise from between deck at the same time, her after hatch is for coaling, arranged so as to shut in the fuel from above, the same as they will her cargo. Six of the hatches are fitted out with the Cleveland Shipbuilding company's patent hoisting apparatus, and their hatches are provided with hand winches for loading and unloading flour. She also has one hatch forward the texas and pilot house and forward of that is a top gallant forecastle deck forming a turtle back for the crews quarters. She has two spars with sails so arranged as to brail into the gaff and spar, leaving the boom to be utilized as a hoisting derrick, with an extra boom forward on each spar for the same purpose for other hatches. The engine room is between decks and cased with steel, leaving room to stow cargo between decks aft to the stern port. Her engines are beautiful specimens of machinist's skill, of the triple expansion type, high pressure cylinder 19 inches, intermediate 30 inches and low pressure 52 inches, with 40 inch stroke. Her two steel boilers are Scotch type, placed in the hold athwart ships with fire hold between them. They are 11 feet 6 inches diameter and 11 feet long, allowed a steam pressure of 150 pounds to the square inch, provided with patent ash hoist. Among other modern inventions for rapid handling she is furnished with a Providence steam windlass and capstan, from the American Ship Windlass company, Providence, R. I., of the latest style and a steam steerer, built by Williamson Bros., Philadelphia, Pa., and other time and labor saving appliances used for facilitating the handling of this new boat. We can safely state that no ship has yet been put afloat on our water supplied and fitted out with anything superior to the Scranton. Her lines have been so finely drawn that she combines the model for a fair development of speed, with great carrying capacity on light draft. No pains have been spared in the construction of this boat and no point or detail has been neglected to make her what she looks, one of the finest ships ever put afloat on the lakes. At about 3:15 o'clock the lines were cut away and she glided evenly and easily into the river, amid the cheers of those who had assembled to witness the event and the congratulatory whistles of tugs, steamers and in fact boys near by, carrying with her the best wishes of many who were present, for herself, builders, and owners. The Cleveland Shipbuilding company may well be proud of this second production of their skill, fair to look upon, perfect in detail of model, and construction and a success in every particular fully demonstrating the truth, that as designers and builders of ships, they stand second to none.

There is yet considerable work to be done finishing her cabins, and fitting her out for sea, and we heartily hope she will prove equal to the expectations of all, and work out her destiny in a manner satisfactory to all interested.

Among those present were Captain M. M. Drake, of Buffalo, manager, and other prominent officers of the line, all of whom expressed themselves as being well pleased with the boat. Although the Lackawanna is a first class ship, the Scranton is her superior in point of finish.

Captain Davis, formerly in the city of Grand Traverse, is master; chief engineer, Mr. W. L. Walker, and second engineer Mr. John Douglas. We wish them the best success with their fine new boat.

AROUND THE LAKES.

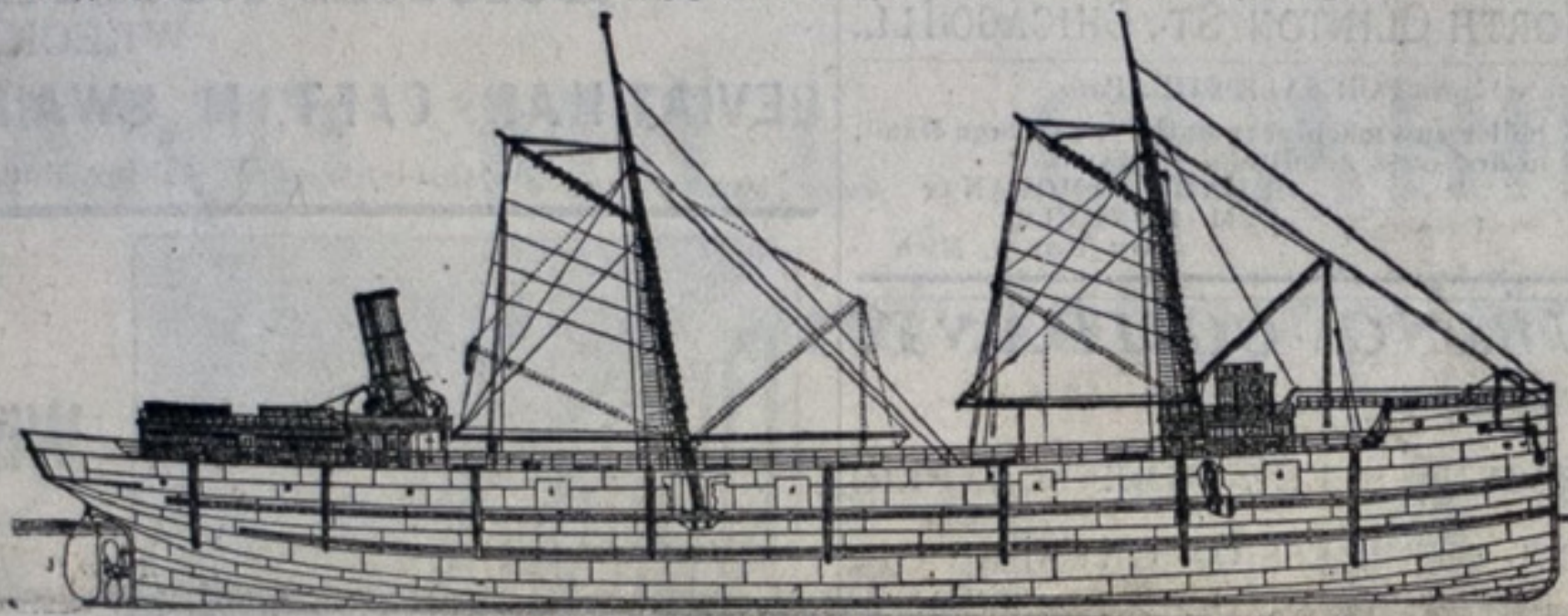
CLEVELAND.

Mr. Frank Kirby, of the Detroit Drydock Co., was in the city Wednesday.

At the Globe Iron Works Co., they are preparing to launch the new steamer No. 19, the second Hill boat, building for the Manitoba line. She will go off the ways Tuesday.

The repairs on the life saving station are being carried on as rapidly as possible, and the work is now assuming a tangible form. Mr. Miller hopes to finish the job in about three weeks.

At the Cleveland Drydock, they have put a Sheriff wheel on the tug John Gregory, new stern bearings and calked the butts of the steamer W. L. Wetmore, and are changing the wheel on the steamer Egyptian.



THE STEAMSHIP SCRANTON.

At the Cleveland Ship Building Co. the work is steadily and rapidly pushed on the new car ferry for the Michigan Central Railroad Co. and the new steamer Scranton sister ship to the Lackawanna was launched from their yard Thursday at 3 p. m. a description of which appears in another column.

The new steel steamer Corona, recently launched at the yards of the Globe Iron Works Company, made a trial trip Saturday at 8 o'clock a. m., to adjust compass. The machinery worked all right and cleared from Cleveland for Escanaba for ore. Captain George McKay and wife, accompanied by a number of friends, intend making the first round trip with the Corona. Captain Hall who has long been in the employ of the Cleveland Transportation Co. is master of the Corona and expresses himself as being pleased with her performance. Her triple expansion engine under the manipulation of Mr. Sheehan worked to perfection and will develop power sufficient to make it apparent that she will be one of the flyers. While speed trials have gone out of date any one may look for some positive results from the Corona, not especially in extra speed, but in the dispatch she will get at the different ports where her business is done.

The new steamship Neosho acknowledged by all experts to be the finest finished, and furnished freight boat on the lakes, made a trip on Sunday to adjust compass and test machinery, the result of which was entirely satisfactory to the owners and friends who accompanied her. Her machinery, a fore and aft compound, built by H. G. Trout, of Buffalo, worked very smoothly, turning 75 to 85 revolutions per minute, with a steam pressure of 80 pounds. Robert Rhodes, managing owner of the Neosho, was aboard and expressed himself as well pleased with her performance. Many distinguished vessel owners from this and other ports were aboard and enjoyed hospitalities furnished under the supervision of Captain John Bartow, Captain John Moore and others interested in the steamboat. Neosho, the last product of Quayle's Sons this season, departed Sunday evening light, for Erie, to load coal for the upper lakes. The officers of the Neosho are as follows: Master, W. H. Humphrey; chief engineer Christopher Castle; first mate, Charles Clark; second mate, John Williams; second engineer, William Lawrence; steward, John Roach. The Neosho is licensed to carry twenty-five passengers.

MANITOWOC.

The body of Captain Rusch, of Racine, who was drowned early in the season when his schooner, the Four Brothers, was entering the harbor for shelter, was found one and one-half miles south of this place.

CHICAGO.

Special to the Marine Record.

It was only the double sides of the steamer Puritan which saved her from being sunk at her dock on River street the afternoon of the 17th inst. The steambarge Swain, coming down through the north draw of State street bridge, failed to make the turn and crashed into the Puritan, while running ten miles an hour, the engineer having put on full steam. She struck the Puritan on the port bow, breaking some of the upper works and displacing all the cabins near the point of contact. The damage was \$1,000, and the Swain will be labeled for that amount.

Edward Kennedy, who was slashed by John Mangen, a fellow-sailor on board the Rhoda Emily, is lying at the Alexian brothers' hospital. Three frightful gashes were inflicted by the cutlass in the hands of Mangen.

rigged. Her main boom is 75 feet long extending some 15 feet beyond her stern, there are 510 yards of canvas in her main sail, 400 yards in her foresail, the gaff of which is 26 inches longer than the boom, 300 yards in her main jib, 125 yards each in her flying jib and jib topsail and 320 yards in her gaff topsails.

At the Miller Bros. Shipyard the steamer George Hope, was in dock to have a leak stopped, the steambarges S. K. Martin and John Otis for repairs the steambarge A. D. Hayward goes into dock for a general overhauling and repairs.

The schooner, Maggie Thomson owned by A. D. Hayward of this port, capsized in a squall off Port Washington, Saturday morning. She was laden with bark. Her crew escaped in the yawl and were picked up by the steambarge, Fred McBrier bound to Racine with coal, and they were transferred to the Dunham Towing and Wrecking company's tug T. T. Morford, which was off Milwaukee waiting for a tow. The Morford went to the wreck and towed it inside the Milwaukee breakwater early Sunday morning.

A bill passed the house giving \$6,200 for a fog whistle to be established on the breakwater at Chicago. The steam syren at Evanston has long since lost its usefulness. When the wind is on shore the citizens suppress the whistle, and when off shore there is seldom any need for operating it.

The steamship John B. Lyon with corn for Buffalo found the bottom, in the south draw of the Illinois Central Railroad bridge Monday night at 9 o'clock, and remained on it some hours before the tugs moved her.

In a recent collision at Chicago the steamer Puritan suffered damages to the extent of \$1,000.

Captain John Sullivan has been appointed vessel inspector at Chicago for the Inland Lloyds vessel register, vice Daniel McLeod, who goes to Kansas City to engage in business ashore.

Nine more tugs are at work from this port than last season, all efforts to come to an understanding between the tug companies by which boats should be laid up having failed. This makes a total of about one-fourth more tugs in commission than a year ago, and at the same time business has fallen off a fourth.

The sharp competition between the tug lines is resulting in a large amount of good towing to lumber vessels at comparatively low prices. The three companies, so far as known maintains the schedule of rates agreed upon between them in early spring, and the rivalry for tugs find vent in large cruises for vessels. As the season progresses this rivalry has become so sharp that tugs have even gone into Muskegon harbor, and gathering a tow of three or four vessels, pulled them to Chicago. Tows from Milwaukee and like distances have become so common that nothing is thought of them.

The peculiar part of this war of the tug companies is that they get no more out of a tow from Milwaukee to Muskegon than they would for pulling a boat inside the pier from the cribs. A "pier tow" is charged for, regardless of the place where the vessel was found, and on some vessels the coal bills of the tug exceed the "pier tows" received. If the struggle keeps on it is not improbable that tugs will be stationed at the Straits to be first in the field. Sailing craft, which are generally having a hard time of it this season, get some financial benefit from the war of their natural enemies, the tugs.

The officials at the Custom house are presenting Cleveland and Thurman steamers to masters of vessels who wish to fly democratic colors.

WILLIAMS.

DETROIT.

The schooner S. V. R. Watson was badly damaged early Friday morning in a collision with the schooners Monticello and West Side in the St. Clair cur.

The propeller C. W. Chamberlain was sold at auction at Detroit under an order of the United States district court, Tuesday, to Captain S. A. Murphy for \$7,300 spot cash. Captain Murphy has failed to pay the amount into the hands of the marshal and Judge Brown made an order directing him to do so within 24 hours or else show cause

why he should not be committed for contempt.

The Star line property, consisting of the steamer Idlewild and all the improvements on the steamer Island at the St. Clair Flats, has been bought by Captain Darius Cole, A. J. Bielman and W. K. Muir. The controlling interest in the stock was sold at 40 cents on the dollar. The transfer has already resulted in heavy losses to all the participants, and the line is well loaded with debts.

A raft of 7,000,000 feet, the largest of the season, is coming down Lake Huron, bound for Detroit.

Captain Alex McDougall's new boat, "101," passed up about 9 o'clock, Tuesday, a. m., in tow of the tug Record. Her master reported to Captain J. W. Wescott, that she was steering well after the machinery space had been filled at the Cleveland dry dock.

T. McGregor has just finished a boiler for a steam yacht to be used on Orchard Lake, built for Messrs. Sherman & Butler, also a 100 horse power boiler, for the Russell House, this city, for heating purposes, and running the elevator.

Captain John Drake, of Cleveland, was in the city Tuesday.

At the shops of Samuel F. Hodge & Co., during the past week they have made repairs on the tug Champion, giving her engine a general overhauling, and some work on the Gettysburg. On the steamer Flora they are putting new pins in her walking beam, straightening her shaft, and other necessary work to put her machinery in first class condition; on the tug International, repairs to valve motion. They are beside this furnishing a new wheel for the steamer Arizona, and one for the steamer Thomas Davidson, which will be 13 feet diameter by 15 feet lead.

Since the resignation of A. N. Moffett as manager of the Star line of steamers, there has been considerable change in the management. Captain S. B. Grummond, Captain James Millen, J. E. Owen, and others, have sold their interests to Captain Darius Cole and Mr. Charles Bielman, Captain Cole assuming the general management, and also the heavy indebtedness, as he has given notes payable at intervals of three months each, of \$3000 to the amount of \$12,000. It is reported here that Captain Grummond yielded his precedent and sold out because he could not see any money in the business, as it was managed; that if he had been convinced that it would pay sufficiently, he would have remained in and bought out the dissatisfied stockholders. The statement that Captain D. Cole has already contracted for a duplicate of the Darius Cole, seems to be without foundation, for no one but the dailies of this city seem to have any knowledge of the transaction.

Rates on the river boats are so low that it is cheaper to ride than to stay at home and do business. The fare has been reduced during the war of the competing lines to 25 cents for the round trip between this port and Port Huron, and the public generally are taking advantage of the low rates to enjoy the trip, which is rarely equalled as a pleasure excursion anywhere in this country.

A sad accident occurred on board the new steamer F. & P. M. No. 4, last Thursday afternoon. A young man named Andrew Blair, while attempting to come ashore, slipped and fell into the river and was drowned. His body was recovered the next day.

At the Wyandotte yard of the Detroit Dry Dock Company, work has been commenced on two composite boats. Their dimensions will be, length, 273 feet, 9 inches keel, 296 feet over all, 39 8 feet beam, 22 6 feet depth, with a capacity of between 2,800 and 2,900 tons. At the dry dock they have had for repairs the schooners Smith and Post for calking and new jaws to fore.

Continued on 4th page.

A NATIONAL BUREAU OF HARBORS AND WATERWAYS.

The board of trade, the commercial exchange, the maritime exchange and the drug exchange of Philadelphia, and the vessel owners' and captains' association, representatives of the commercial and maritime interests of Philadelphia, in a petition which was presented to congress by senator Cameron on June 25 say that they are unanimously opposed to the contemplated legislation embodied in senate bill No. 1448 and H. R. bill No. 4923, for the establishment of a "National Bureau of Harbors and Waterways."

"That should senate bill no. 1448 and H. R. bill no 4923 become law, it is the judgment of your memorialists, that the attendant results upon the care and supervision of our harbor and waterways, would be so far-reaching and radical that they cannot do less than seriously question the wisdom of the suggested legislation.

The petitioners admit that under existing laws the system of making appropriations for the improvement of harbors and waterways, is above criticism, yet they suggest that congress has within itself the power to provide such safe-guards as would assure intelligent and comprehensive consideration, and judicious expenditure of funds appropriated for said improvements.

The petitioners object to the withdrawal of the care and supervision of the United States engineer officers, and they suggest the appointment of a congressional commission carefully to analyze recent river and harbor bills, to ascertain from the most reliable sources their real defect, irregularities, etc., and afterwards to formulate a systematic and carefully digested programme of procedure, embodying the establishment of a permanent board of U. S. engineers, to be domiciled at Washington, the said board to examine and revise, if necessary, all projected improvements and construction, and annually recommend the sum to be appropriated for river and harbor work.

The amount of such appropriation in any one year, not to be less than in the judgment of the board will be sufficient to provide for the maintenance and continuance of the works under construction. The secretary of war, under recommendation of the permanent board of engineers, to be intrusted with the expenditure of the sum, annually appropriated. The petitioners therefore ask that congress postpone affirmative action on senate bill 1448 and H. R. bill 4923 for the present, and in lieu thereof, to formulate and pass a bill in the spirit of the above recited suggestions.

Frank J. Firth, of Philadelphia, president, and E. T. Evans, of Buffalo, western manager of the Anchor line, were in Chicago Thursday, on business connected with the company. Mr. Evans, in speaking of plans of the Anchor line, said no more boats would be built until there was an improvement in business. He doubted if a mistake had not been made in the late marine architecture in giving the boats too much power. A mile or two miles an hour made little difference in results, and too heavy a cost, first in expensive and weighty machinery and then in coal, must be incurred to obtain it. He was inclined to the belief that steamships hereafter built would have their speed materially cut down.

An insurance man who recently inspected the Osceola, which went ashore at Port Austin reef last fall, gives the following as her condition: The bottom is practically gone, rocks intruding in many places. She is badly hogged and her decks are raised two or three feet. Her wheel is broken, and her shoe is gone. The rocks have chewed up her frame, and thieves have stolen every inch of pipe which could be got loose. But two barrels of her cargo of flour remain in her hold. He pronounces that she can never be floated again, however much money is spent on her in wrecking expeditions.

The body of a woman who jumped off the hurricane deck of the steamer F. & P. M. No 1, two weeks ago, was found on the Lake Michigan shore to-day ten miles below this port.

The News says the new Island Wanderer, which has been in course of construction at Buffalo, is completed, and left that city last week for the river. She arrived at Clayton at half past 7 o'clock Monday evening. Upon her was a number of invited guests including the directors of the company. President W. W. Butterfield, of Redwood, met the boat at Oswego and accompanied the party to the islands. The new boat was met here by the old Island Wanderer, of Alexandria Bay, with another party of invited guests. They were transferred to the new boat and carried back to the bay. The boat is a handsome craft, 120 feet long and 21 feet beam and is licensed to carry 500 passengers. She was built by Nottor, and her engines were furnished by the King Iron Works company of Buffalo. On the trip down, she showed considerable speed, making 12 miles an hour which, with new machinery, is considered a wonderful performance. She will take the route of the old boat, taking two excursions daily from the bay among the islands touching at Clayton.

A steamer will be put on Calabogie lake and Madaska river. The lake is five or six miles long, with a navigable river forty miles west in the heart of a wilderness. Messrs. Campbell and Leeson have placed an order with R. Davis for a fifty foot steamer to be built for that trade. She will cost \$2,100.

CANADIAN MARINE.

In December, 1886, the total number of Canadian vessels was 7,294, measuring 1,217,766 tons. The number of steamers on the registry books of the Dominion is 1,998, having a gross tonnage of 257,818 tons. Calculating the average value of the vessels at \$30 a ton the amount of capital invested in the shipping of the Dominion is \$37,532,980. The number of new vessels built last year was 259, measuring 32,207 tons, which, valued at \$45 a ton, are worth \$1,449,312. The total tonnage of the different provinces is: New Brunswick, 269,234; Nova Scotia, 526,921; Quebec, 252,556; Ontario, 140,929; Prince Edward Island, 30,658; British Columbia, 11,900; Manitoba, 5,578. The highest tonnage is St. John, New Brunswick, which has 535 vessels, measuring 217,959 tons. Next comes Montreal, 939 vessels and 127,286 tons. The number of steamers registered in Montreal is far greater than that of any other port in the dominion, being 192, having a tonnage of 111,070; Quebec has on its register 914 vessels, with an aggregate tonnage of 101,481. There are 154 steamers on the Quebec register measuring 27,107 tons. Yarmouth, Nova Scotia, has a registered tonnage of 123,723, and Windsor, same province, has 124,055 tons. The total net tonnage of sailing ships and steamers in British Columbia was, Victoria, 9,945; New Westminster, 1955.

James Ellison, of Chicago, first mate of the Erastus Corning, while in the rigging slipped and fell to the deck of the vessel while at her dock in Ashtabula on Wednesday, and died in ten minutes of heart disease. Ellison was one of the best known seamen on the lakes. Early this season he signed articles for the mate's berth on the schooner Sage. Three weeks ago he left this vessel at Cleveland and accepted a like position on the Corning. He leaves a wife and three children, who live at No. 150 North Market street. His life was insured for \$2,000.

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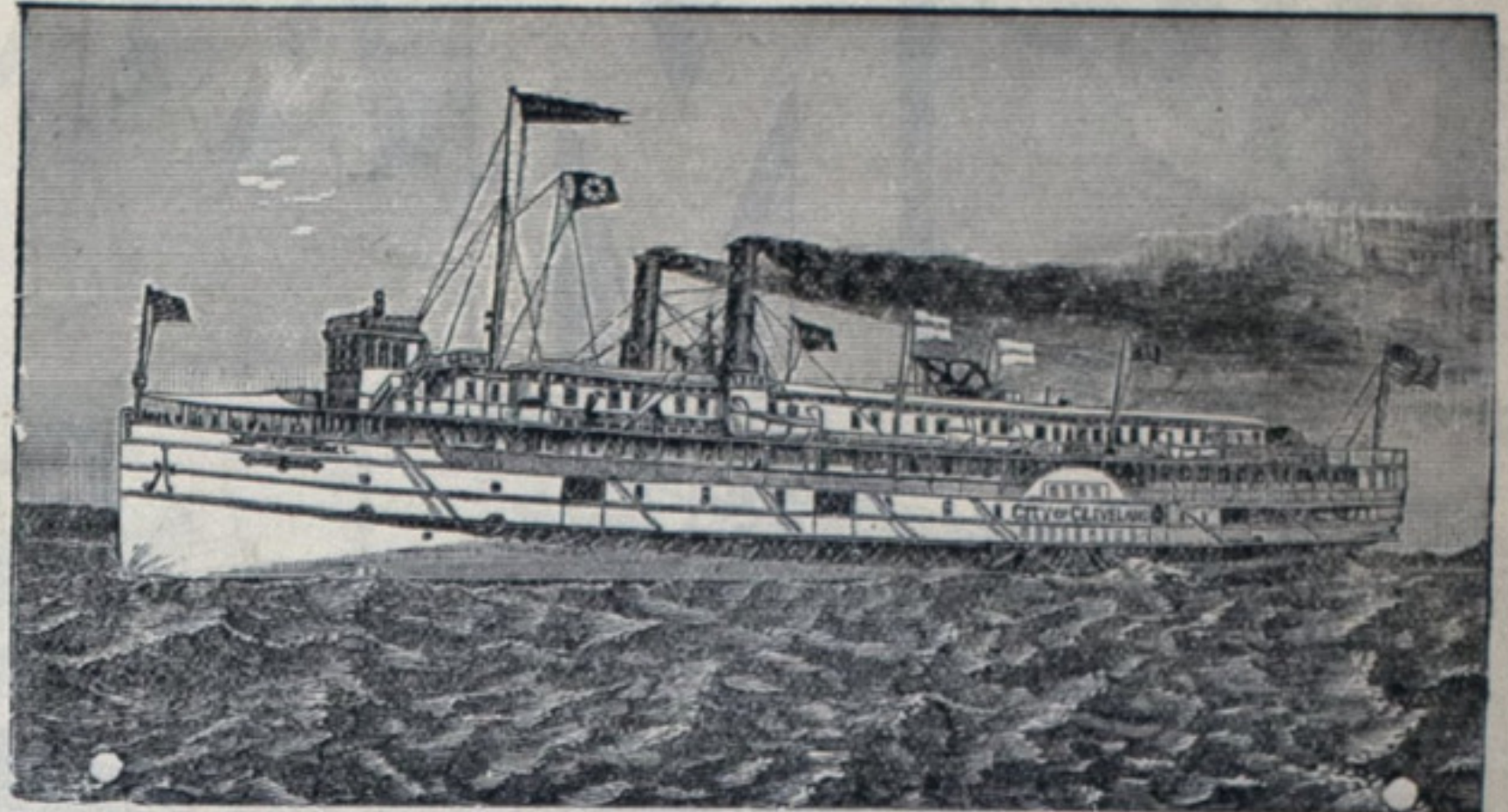
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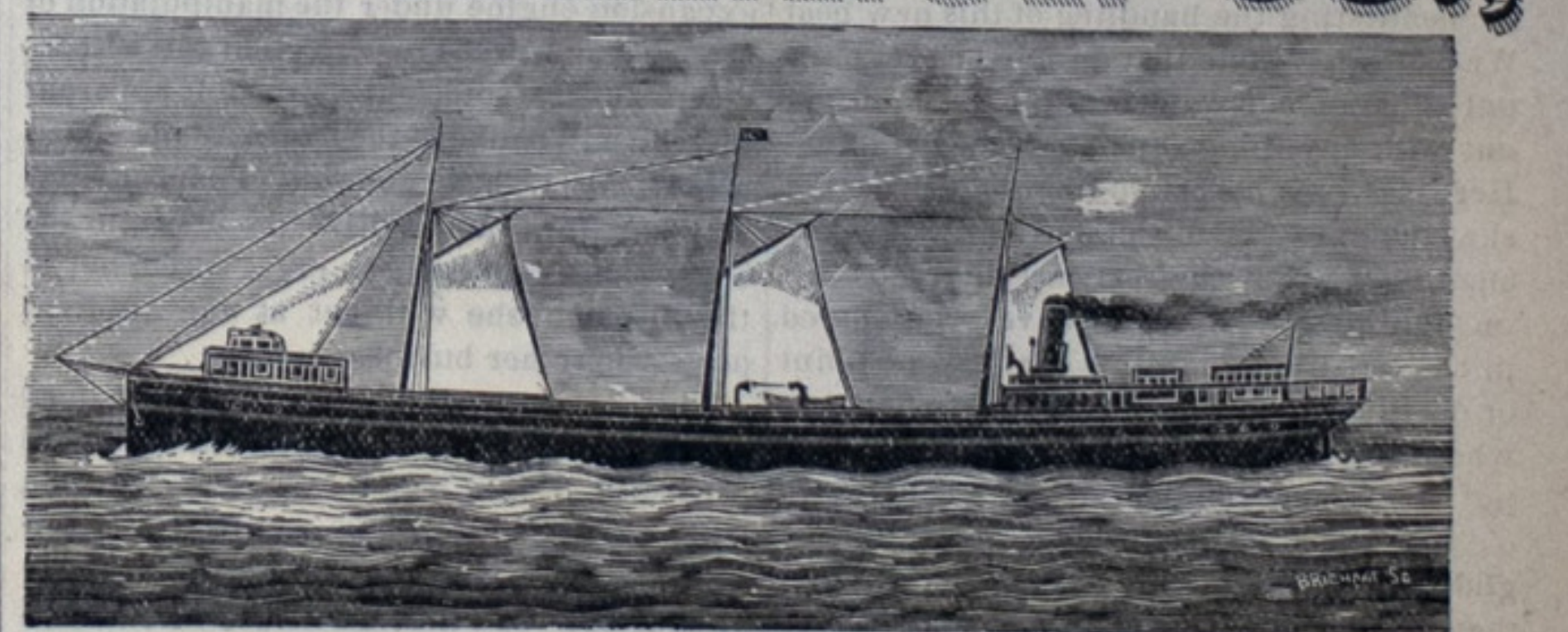
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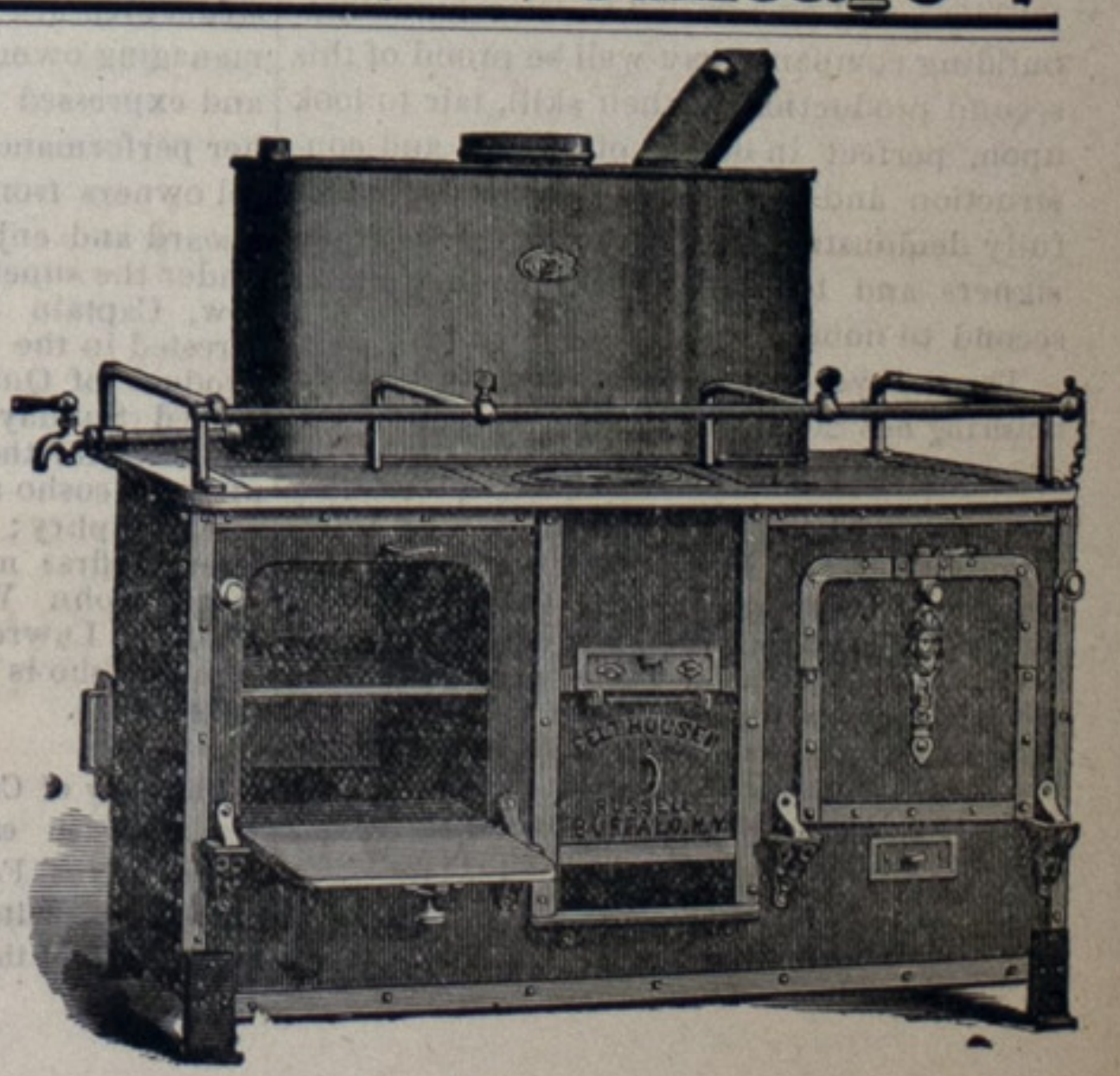
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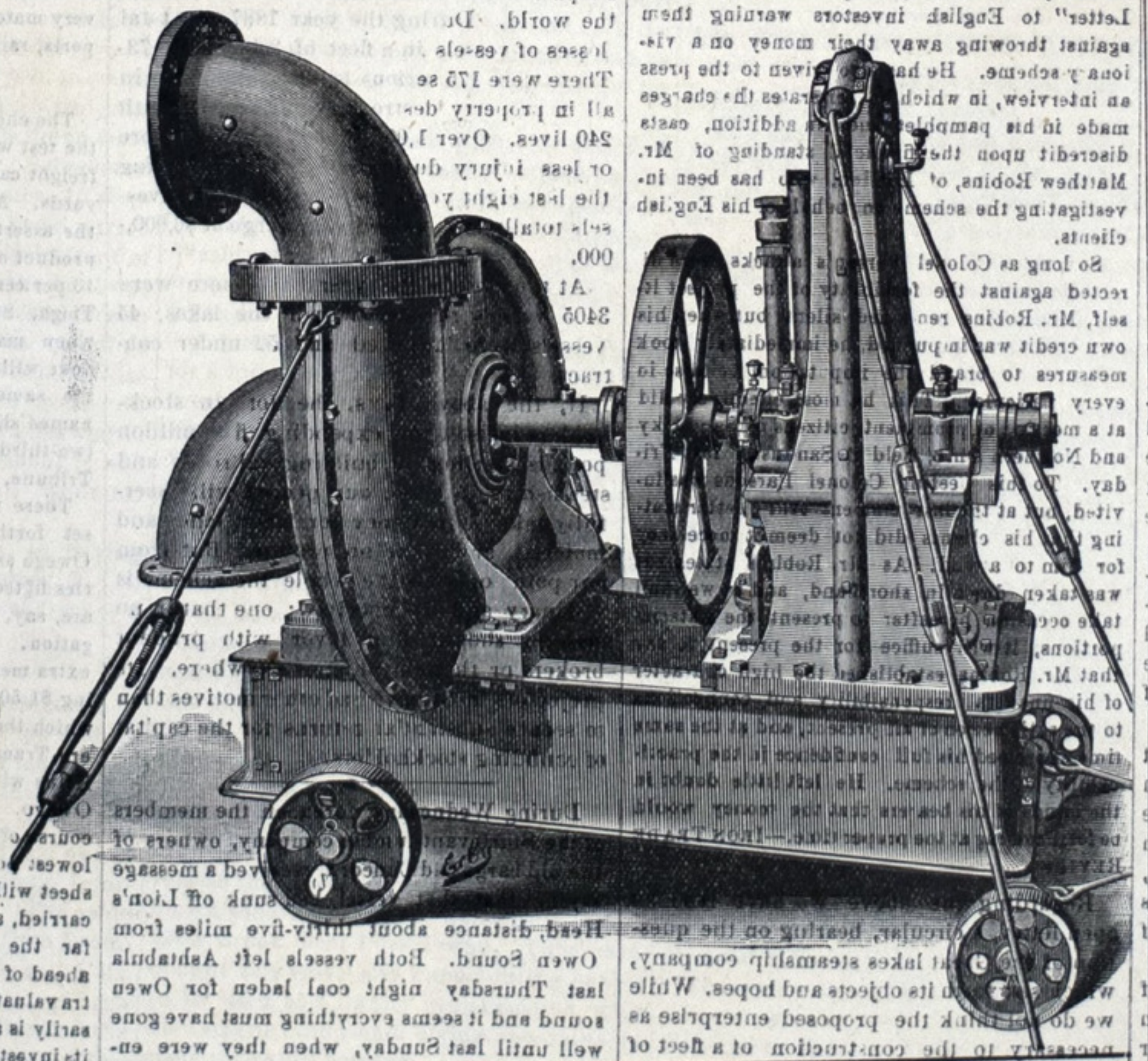
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Marine Record.

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(Membership, 1887)

Sixty-five steamers aggregating.....67,865 tons.
Ninety-five sail and consort, aggregating.....60,089 tons.
Maintains shipping offices at Cleveland and Ashtabula Harbor. Regulates wages, protects crews, and cognizance of all matters in the interest of its members and of the Lake Commerce generally.

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SHIPPING MATTERS.

A. R. Rumsey, 98 dock, Cleveland; Fred Bennett, assistant, 85 dock, Cleveland; Wm. Remick, Ashtabula Harbor.

MARINE RECORD—OFFICIAL PAPER.

ABUSE OF SEAMEN.

Our attention during the last two or three weeks has been attracted by notices of the abuse of sailor men by the officers of vessels. Much has been said in recent years on this subject, but tales of cruelty by masters and mates of the vessels of all maritime nations are of ancient date. The stories of Marryatt and Cooper are colored by the exaggerated descriptions of this class; the flogging scenes, very vividly portrayed by Dana in his "Two Years Before the Mast," must be familiar to almost every sailor.

Over a quarter of a century ago Mr. Nathaniel Hawthorne, United States Consul at Liverpool, took occasion to address the government on the subject, which was at that time attracting the attention of the English newspapers. Mr. Hawthorne attributed this evil to the laxity of our maritime laws as regards the discipline of seamen, which, he says, might have been well meant at the time of the enactment of these laws to all concerned, but that state of things has altogether passed away.

They were based on the supposition that our vessels were chiefly manned by seamen whose homes were upon our shores. The fact that so many of the men shipped on board of American vessels were foreigners, without any preparation for a seaman's duties, was assigned as one great cause of brutality.

On this latter class of men falls most of the cruelty and severity which have drawn public attention and reprobation on our mercantile marine. It is a result, not as one would naturally suppose, of the systematic tyranny of the constituted officers of the ship, but a state of war between classes who find themselves diametrically opposed on ship board. One of these classes consists of men who know everything of the sea, they demand the same efficiency in others that they know themselves to possess; the deception as it increases the hardships of the real, efficient seamen, draws his vengeance upon the unfortunate impostors. In most cases if, they are estimated, it would appear that there was not one of the sailor men, from the second mate down to the youngest boy, who had not more or less maltreated the landmen, but in scarcely a single case was it possible to implicate the master as taking a share in these unjustifiable actions. Thus there is a great mass of petty out-

rages, shameful indignities, cruelties and acts that cause demoralization, to those who suffer and those who perpetrate. The effects of severity and of omission have been noted, as we have said, by not only the government, but by philanthropists interested in the welfare of the sailor man. There is no position in which a man can be placed so onerous as that of master of a vessel. There is no position in which a workman can be placed, as that of an efficient sailor, that calls for such a great fund of judgment, and we must therefore say that one should bear with the other (considering that the master is humane and the sailor man efficient and equal to the duties required of him.)

The system of steam barges, introduced on the lakes some eight or ten years ago, and the disappearance in the ratio of tonnage of brigs, sloops, and schooners, have sadly deprived us of the use of able sailors. As the commissioner of navigation reported in 1886, the fact is "apparent that the efficient sailor is rapidly disappearing from the lakes; he is either seeking service on the sea-going ships or coasting vessels on the ocean, or finding a livelihood in pursuits of a different nature."

"Thorough seamen are usually averse to coming into competition with those of inferior seamanship and seek other shores to find employment. It is, therefore, noticeable on the lakes, as well as in ocean service, that the men accustomed to sailing steamers are becoming unfitted for the more arduous duties and maneuvers of sailing vessels. The average sailor of to-day on the lakes can not perform the duties connected with sails as he used to do when sails were entirely depended upon as a means of propulsion."

In view of these facts, while we do not desire that our readers below the grade of officers may consider that we are writing in the interest of a class, it is our purpose to advance the efficiency of the sailor man of the lakes; when this is accomplished, and the purposes of a paternal government is carried out, as expressed in the above ruling, the loss of lives, the loss of property, the needs of governmental appropriations for aids to navigation, may properly be considered to have been dispensed with.

The stories of brutality at sea which have recently come to our knowledge may be taken, with salt; at the same time, masters of vessels should pay due attention to the merits of the seamen employed on their boats and give them the credit they so richly deserve.

THE GREAT LAKES STEAMSHIP CO.

Lake Superior iron ore producers and sellers are still watching with much interest the progress of the project to build a fleet of high-class steel ore-carriers, and to provide the necessary terminal and transportation facilities at Sandusky in connection therewith. Naturally the scheme has met with vigorous opposition of the vessel-owners, and their attorney, Colonel R. C. Parsons, of Cleveland, has published an "Open Letter" to English investors warning them against throwing away their money on a visionary scheme. He has also given to the press an interview, in which he reiterates the charges made in his pamphlet and, in addition, casts discredit upon the financial standing of Mr. Matthew Robins, of London, who has been investigating the scheme on behalf of his English clients.

So long as Colonel Parsons' attacks were directed against the feasibility of the project itself, Mr. Robins remained silent; but when his own credit was impugned, he immediately took measures to brand the imputation as false in every particular. This he most effectively did at a meeting of prominent citizens of Sandusky and Northern Ohio, held at Sandusky last Friday. To this meeting Colonel Parsons was invited, but at the last moment sent a letter stating that his clients did not deem it necessary for him to attend. As Mr. Robins' statement was taken down in shorthand, and as we shall take occasion hereafter to present the material portions, it will suffice for the present to say that Mr. Robins established the high character of his financial responsibility and connections to the satisfaction of all present, and at the same time expressed his full confidence in the practicability of the scheme. He left little doubt in the minds of his hearers that the money would be forthcoming at the proper time.—IRON TRADE REVIEW.

Regarding the above we have read an open letter, a circular, bearing on the question of the Great Lakes steamship company, which sets forth its objects and hopes. While we do not think the proposed enterprise as necessary to the construction of a fleet of steamboats for traffic on the lakes, especially if they must be established by English capitalists to enter into competition with American built boats. Our American shipbuilders have, at an outlay of millions of dollars, established plants in lake cities for the building of a class of iron and steel steamboats that can not be surpassed by any built in Great Britain. It is said that the syndicate will establish a large shipyard and costly shipbuilding plant at Sandusky, and proceeded to build a fleet of iron steamships to compete for the iron ore trade of the upper lakes. It is estimated that the plant for this company will cost \$1,000,000.

With all respect, to the author of the paper we can not see the need of any such additional vessels upon the lakes, nor the business to warrant their construction. The present needs of com-

merce are amply supplied, and it is now difficult for all vessels to obtain employment. Freight rates are low and profits are exceedingly small. Within two years 67 new steamers have been and are being built with every facility for building vessels, and have ample capital. At present the larger part of these yards are comparatively idle for the lack of business. If the syndicate desires to build a fleet of steamers, there is no need of its throwing away a vast sum of money in a shipyard plant, as the present like shipyards can construct the vessels more rapidly and cheaper than any new company can do. Other orders will come in without taking any risk the shipyard on the lakes at present can provide for all the needs of lake commerce. It is true that several vessels from the Atlantic coast and four or five have been brought into the lake traffic but none of them are equal to lake built boats and will not class up well for the lake business.

What profit can a syndicate rationally hope to make in a business already crowded where the present ships are largely owned by the shippers and producers themselves? There is scarcely a mining company doing a profitable business, whose stockholders are not interested in steamships to transport their own cargoes.

I do not say that the English fleet cannot secure its fair share of the business of the lakes. But I deny that it can count with certainty upon a safe, profitable continuous business, from year to year, in competition with the \$80,000,000 of American capital engaged in the same employment. The fluctuations of commerce, the laws of supply and demand, affect all alike. Nor is it probable that a corporation, however prudently managed, with a staff of salaried officers and agents, will manage more economically or wisely than the army of private owners, whose local knowledge and long experience have trained them to meet intelligently every problem in lake navigation.

It is said that the syndicate propose to secure uniformity of rates, and certain yearly profits from their ships, by contracting with shippers at specific rates for a term of years. If such contracts with corporations are not illegal, they are not wholly impracticable, and if made are of no value. Any decline in the demand for iron ore or coal, of course lessens the production, and no more will be mined or shipped than can find a profitable market. The passage of a law seriously reducing the duty upon manufactured iron, and opening wide the doors of the United States to foreign iron, might paralyze the whole mining industries of the country.

The computations of cost of vessel service which I have seen, made by the friends of the project, omit a very large percentage of expense in loading and unloading, wear and tear of ships, lying up in fall and fitting out in spring, marine and fire insurance, and hazards of navigation upon the great lakes and rivers, which are well known not to be surpassed in the navigation of any part of the world. During the year 1887, the total losses of vessels in a fleet of 3,400 were 73. There were 175 serious losses, amounting in all in property destroyed to \$2,500,000, with 240 lives. Over 1,000 vessels met with more or less injury during the season. During the last eight years there have been 524 vessels totally lost, valued with cargo at \$6,000,000.

At the close of the year 1887 there were 3405 vessels registered upon the lakes, 45 vessels were launched and 52 under contract.

If, the above facts, the foreign stockholders insist upon expending five million pounds sterling in building railroads and steamships in Ohio, our people will cheerfully take their money for labor, lands and material, and make no protest. But from our point of view the whole scheme is visionary and ill-conceived; one that in no manner should find favor with prudent brokers or thoughtful men anywhere. Its projectors must have had other motives than to secure substantial returns for the capital of confiding stockholders.

During Wednesday forenoon the members of the Sturtevant lumber company, owners of the old barge Old Concord, received a message saying that that vessel had sunk off Lion's Head, distance about thirty-five miles from Owen Sound. Both vessels left Ashtabula last Thursday night coal laden for Owen Sound and it seems everything must have gone well until last Sunday, when they were endeavoring to make their way through a heavy fog, as shown in the following, which was a part of the message to the owners; "cause of trouble heavy fog; can save cargo with good weather." Without full particulars it is supposed the Concord must have had some mishap while sailing in this fog and went down. The first message says she is in nine feet of water forward and water is over her deck aft. The lumber company sent one of their own men to the scene of the disaster last night who will do everything he can to save the cargo and also to rescue the vessel if possible. The latter is valued by the owners at \$5,000, and is not insured, and it is doubted whether there is any insurance on the cargo of six hundred tons of coal. The Concord is a very old vessel, said to have been one of the very earliest vessels built by Mr. Thomas Quayle, Sr., of this port. She was originally a propeller, but in later years was burned, and since then had been sailed in present shape as a lumber barge.

LAKE CARRIERS' ASSOCIATION

TO CONSIDER AND TAKE ACTION UPON ALL GENERAL QUESTIONS RELATING TO THE NAVIGATION AND CARRYING BUSINESS OF THE GREAT LAKES AND THE WATERS TRIBUTARY THEREOF, WITH THE INTENT TO IMPROVE THE CHARACTER OF THE SERVICE RENDERED TO THE PUBLIC, TO PROTECT THE COMMON INTEREST OF LAKE CARRIERS, AND PROMOTE THEIR GENERAL WELFARE.

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MARINE RECORD—OFFICIAL PAPER.

THE WELAND CANAL.

Acting secretary of the treasury Thompson has made a reply to the resolution passed by the house at the instance of representative Dingley, of Maine, calling for information in regard to Canadian discrimination against American vessels passing through Canadian canals bound for American ports. He says that it appears that an order has been issued by the authorities of the Dominion and is now in force by which vessels from ports in the United States, laden with wheat and other merchandise for export or otherwise are required to pay less tolls in passing through the Welland Canal when they pursue their voyage by the way of the St. Lawrence river and Montreal than when they pursue their voyage by the way of Lake Ontario and other American ports. The Canadian regulation operates as a discrimination against American ports and American railways and canals and American vessels. The attention of the secretary of the state has been invited to the subject. The acting secretary says that further legislation will be necessary if tolls are imposed by the secretary of the treasury upon vessels passing through the Sault Ste. Marie and St. Clair canals and bound for Canadian ports east of the Welland Canal.

In a letter from the commissioner of navigation Morton transmitted with the acting secretary's report, that officer recites the terms of the treaty of Washington by which the British Government undertakes to urge upon the Dominion government the use of the Welland and other Canadian canals by American citizens upon terms of equality with the inhabitants of the Dominion, and by which the United States engages to grant to British subjects equal privileges with those granted its own citizens in the use of the St. Clair Flats Canal. He suggests that the collection of the tolls on vessels bound for Canadian ports be placed in the hands of the secretary of war, who is already charged with certain jurisdiction over the property. In conclusion he says that if the British government has carried out its agreement to urge upon the government of Canada the allowance of equal privileges to the citizens of the United States it would seem that its efforts have met with small success. As the matter now stands there is a very material discrimination against American ports, railroads, and vessels.

OWEGO AND HUDSON.

The chief topic among vessel men at present is the test work being performed by the big rival freight carriers built at Detroit and Buffalo shipyards. A Detroit vessel-owner yesterday made the assertion that the steamer Hudson, a recent product of the Detroit yards, will carry fully 10 per cent more cargo than either the Jewett, Tigra, Susquehanna, Owego or Chemung, and when making thirteen and one-half miles per hour will consume 20 per cent less fuel. With the same weight of cargo as the other ships named she will, he declares, make this time with two-thirds or three-fourths of their fuel.—DETROIT TRIBUNE.

There is still a good deal which has not been set forth in the above. Take the propeller Owego as against the Hudson. The former carries fifteen men more than the Hudson. There are, say, 210 working days in a season of navigation. It is fair to presume that the Owego's extra men draw a per diem rate of wages averaging \$1.50. There is an expense item of \$4,718 which the Hudson does not incur. The Western Transportation freighter will cross the Lime Kilns with 300 tons more freight than will the Owego. Say the boats make twenty trips in the course of a season and put freight down to the lowest possible minimum, the Hudson's credit sheet will show an excess of 6,000 tons freight carried, and as many dollars of our coin. Thus far the Hudson is, in round numbers, \$1,000 ahead of the Owego in earnings. The latter's extra valuation of \$100,000 over the Hudson necessarily is a waste of \$6,000 per year interest, since its investment lies dormant and inactive. There is \$16,000 thus far. With coal at, say, \$2 per ton, at a low figure, the Owego will consume \$2,000 worth more fuel than the new W. T. Line boat, \$18,000. And not a syllable has yet been uttered touching excess insurance, the cost of rationing the extra fifteen men during the season, excess towing tonnage, and a thousand and one other smaller items of expense. It is safer to say that the salt-water men who are responsible for the construction of the Chemung and Owego have long since arrived at the conclusion that Manager Bullard's objections to the construction of the monsters was founded on a decade's experience on these lakes and a full knowledge of the needs and requirements of paying freight carriers.—CHICAGO INTER OCEAN.

The propeller Algonquin, which was bought by Thomas Marks of Port Arthur in Scotland, is pronounced much inferior in appearance to American craft.

Around the Lakes Continued from 1st Page.]

gaff, the propeller Newburg, for general repairs, and barge St. Joseph for calking and some plank. The steamer Alpena will follow the St. Joseph for general repairs. At Wyandotte the new steamer City of Detroit is progressing very rapidly. She is nearly all plated and it is expected she will be ready for launching in a month.

The report that two wooden boats will be commenced by the Detroit Dry Dock Company is rather premature, for those who perhaps will be the first to know say there is nothing certain determined upon as yet.

The large scow building at the yard of John Oades is rapidly approaching completion. She is being planked very fast, and if nothing interferes with the work she will be launched in two weeks. This peculiar boat is awakening some interest among those who wish to carry a great deal on light draft. One vessel owner is contemplating building, for the lumber trade, something on the same plan, and furnish her with steam power. Between Captains Oades and McDougall there seems to be a desire to depart from previous lines of shipbuilding, and produce something which, although they may not handsome very much, will prove very useful.

The machinery is about all in the new boat built by Captain William Dulac, of Mt. Clemens, and she is about ready for sea.

Captain J. W. Wescott has been out of the city for the last two or three days, making a trip to Bay City and East Saginaw. He reports business good and every one feeling well.

Some time ago we reported that a gentleman, or company of gentlemen, at Springfield, O., had invented a gas engine, and that the Detroit boat works had, as an experiment, built a 30 foot hull for the parties, in order to test the utility of the invention. The boat is finished, and the work of placing the engine and getting the little craft ready for a practical test will be finished by Wednesday. This gas engine uses common 74° gas-oil, into which is introduced certain proportions of carbonated oxide which generates a gas non-combustible, unless exposed to the air. This gas is stored in an air tight reservoir, and forced into a gas chamber, directly under the cylinder, by means of a gas pump, which regulates the amount of gas in such a manner that no more can be forced into the chamber at each stroke of the pump than can be consumed. The gas is exploded at the head of the cylinder by means of an electric battery, which is worked by an eccentric that also works the valve and exhaust. Once started, it continues to run, and the speed is regulated by an ordinary governor which acts the same in the gas pump as does the governor on a steam engine. The connection to the shaft is a friction gear, so adjusted that a turn of a wheel will cut off the connection and stop the propeller or slack up the speed as required. The invention is being closely watched by a number who are interested, and if it is as practical as it appears the simplicity, safety, and other advantages which it possesses will bring it into universal favor and rapid use among builders and owners of pleasure crafts on the lakes. Several stationary engines on the same principle are in use and others are being built, all of which have been practically tested and found to be cheaper and simpler than any other. Three and one-half gallons of common, 74° gas-oil will run a four horse power engine twenty-four hours, which, taking into consideration, the expense of a licensed engineer and fuel with a steam engine makes this new departure a desirable invention, especially for small pleasure boats. We will give the result of the test next week.

Mr. Frank Kirby, of the Detroit Dry Dock, left for Cleveland Tuesday evening.

Captain A. Harryman succeeds Captain DeLana as master of the steamer Riverside. Last Monday afternoon Samuel Holden, a sailor on the steambarge Samuel F. Hodge, fell through an open hatch into the hold, breaking three of his ribs and bruising himself otherwise. He was taken to the marine hospital.

The Detroit Yachting Association have a regatta next Monday, July 30. They will cover a course of eighteen miles around the lightship.

HOR.

ERIE.
Sunday night the farmers in the neighborhood of Elk Creek, on the lake shore, were aroused by shrieks and cries of distress which were wafted into their ears from the lake. The alarm was given, and Joseph Kirkland, a fisherman, being notified that there was some one in distress, set out in his boat. He had only sailed about a mile when he discovered the cause. He found a capsized craft with a man clinging to it. Coming along side Kirkland found that the man was Ernest McIntyre, who, with Dell Bell, had sailed from his boat-house at Elk Creek an hour or so before, Kirkland could see nothing of Bell and ran for the shore as hard as he could. McIntyre was at once wrapped in warm blankets and every attention given him until restored to consciousness. His companion was drowned. The boat was capsized by a sudden gale.

PORT HURON.

The cigar-shaped boat 131 was hard aground at the head of Harsen's Island, near Algonac. The tug Record was unable to control her. She was soon released however.

BUFFALO.

The old ferry, the first one between Grand island and the American mainland, and which was abandoned years ago, is to be re-established. A charter has been secured by a party of Buffalo steamboat men, and they have partly contracted for one of the big Detroit ferryboats used there for transportation trains across the Detroit river. Its price is \$18,000. It is stated by those who ought to know that it will be running here as a ferryboat this year. Its route will be the old one, midway between the two present ferries, from Stretch's place on the main shore to Huling's on Grand island. Captain Parsons, a well-known vesselman of this city, is the practical man in the enterprise, the object of which is to reduce ferry rates to and from the island and furnish safer and more comfortable accommodation. A joint stock company is being formed. The majority of the stock in the Bedell ferry has been secured by the syndicate that bought the Lewis F. Allen tract at the head of the island.

The canal fills very slowly. The break is repaired, but there is such a crowd of boats that the water flows at a terribly slow rate past them. A Buffalo boatman who came from Rochester reports the water down three feet there. A report from a loaded boat at Brockport yesterday states that it is two feet out. Boats will move as soon as they can float and that is the whole story. It will be days and some fear it will be several of them before the level is full. The worst lack of water is of course east from the stop lock at Humberston to Rochester. Canal men are getting very tired of the delay. A dispatch from Murray, New York, to the Express said: "No boats moving. Water raised only one inch to-day."

The new coal dock company is not ready to report any progress as yet. It will be several days, probably, before the docks will be located. Several sites are offered by owners of dock frontage, and the company will make the selection as soon as possible. Disinterested persons say that the Tift farm is sure to be the place, as it is by far the best offered. This move will save J. Langdon & Co. the trouble of rebuilding their docks and trestle at the foot of Genesee street, as the firm is indirectly interested in the new venture.

Captain John Sullivan has been appointed vessel inspector at the Inland Lloyds vessel register, vice Daniel McLeod, who goes to Kansas City to engage in business ashore.

MILWAUKEE.

Special to the Marine Record.

The Milwaukee ship yard company's new dry dock will be ready for use next month, it will be a great addition to their fine shipyard, and vessel men requiring to use it will appreciate the company's grand enterprize. The dock is 310 feet long, 72 feet wide on top, 47 feet wide on the bottom. It will be pumped out by two fifteen inch centrifugal pumps which will throw 64,000 gallons per minute. The dock, machinery, and everything appertaining thereto cost the company \$55,000. C. H. Sarke & Co. were the contractors for building the dock.

The new steamship building by the Milwaukee ship yard company is drawing near to completion and will be launched between the 1st and 11th of August, she will be nearly a duplicate of the Omaha the only difference being one foot more beam. She is 215 feet keel, 230 feet over all, 35 feet beam, 20 feet hold, and is being built for Joy Harris & Co., Captain P. Christenson who will command her, Captain John Fitzgerald and others, she will be ready for business about September 1st. Her fore and aft compound engine, 22 and 40x40 is by Trout King Iron Works, Buffalo, boiler, 10x16 of 2 inch keel by R. Davis, Milwaukee, one of her owners. She will have a Trout wheel 10 feet 8 inches, diameter, the American Ship Windlass company's windlass and capstan, her capacity will be 1860 tons or 62,000 bushels grain on 16 feet of water. The steamship Alice M. Hill arrived Friday afternoon with a deck load bark 16 feet above the rail. She is the boss carrier and Captain George Robertson and her owners are very proud of her accomplishments.

DULUTH.

A clause in the sundry civil service bill appropriates \$6,000 for range pier lights for Duluth harbor, an improvement which our chamber of commerce has been urging for some time past.

Dredging is being done on the slip of the Standard Oil company and the company is preparing to increase its improvements then very largely. A pile driver is also at work on the transfer track adjoining.

Work on pile driving for the railroad track at the side of the new Imperial mill, is going on and the water is being filled in with slabs from Grey's mill. This made land will extend to the dock line.

The planking of the new Pioneer coal dock is nearly completed and leveling the dock with sand is going on rapidly. Some of the machinery, consisting of hoisting engines, drivers, etc., have arrived. The owner of the patent hoisting and unloading apparatus with which the dock will be furnished, was here Monday and will superintend the placing of the apparatus into position.

MARQUETTE.

The seasons shipments of ore from Lake Superior mines now amount to 1,350,369 gross tons, being 192,780 tons behind the shipment for the corresponding date last year. Shipments for the week ending Wednesday were 153,947 tons, of which amount 32,892 tons went from Marquette, 2,020 tons from St. Ignace, 51,854 tons from Ashland, and 20,628 tons from Two Harbors. Shipments of this week show a slight falling off from those of the previous week, the shrinkage being almost wholly in the quantity sent from Escanaba.

SAND BEACH.

Special to the Marine Record.

The principal events of the past week was the grounding of the new propeller Thos. Davidson, of the Wolf & Davidson steamship line of Milwaukee. The Davidson run aground about 12:30 Monday morning July 16th, on Hardwood Point, near the place where the D. C. Whitney, grounded last September. The life saving crew of this place were notified and they with a small crew of extra men who were hired threw about seven hundred tons of her cargo of iron ore overboard. The steamship H. C. Schreor and tug Mystic, were engaged to pull after a sufficient quantity of ore had been jettisoned. They began pulling about 5 p. m. but did not make any headway; after a time the tug Oswego arrived and the combined efforts of the two tugs and the barge assisted by the steamer's engines got her afloat after which she picked up her consort and steamed on down the lake without any assistance.

T.

The steamship John Davidson, with 2,100 tons of iron ore, went on a reef just north of this harbor at 12:30 Monday morning. She was crossing a of a hogbacked reef, hard on amidships, but free at both ends. She was out 18 inches forward and 12 aft. She was released at 1 o'clock Tuesday morning by Grummonds tug Oswego.

ERIE.

The propeller Englebees, trading at Port Burwell, sighted two vessels in distress last Friday morning at Clear Creek, on the Canadian shore. The vessels were the schooner Bay Trader, bound from Port Ronda to Buffalo with cordwood. She was hard on and the sea washing over her decks and breaking her up.

The other was the schooner John Tibbetts, a fore-and-aft. She was coal laden, bound up from Buffalo. When off Erie during the recent blow, she began to leak badly. The captain made for the Canada shore and reached there barely in time to save himself and crew. He sent the craft up to the beach. Both are Canadian vessels. The Bay Trader was insured and valued at \$3,000. The schooner John Tibbetts was insured and valued at about \$8,000. The crews of both vessels got off in their yawls.

John Parker, 20 years of age, of Gananoque, was drowned off the steamer Rothesay near Lorne Park. He was employed as deck hand on the steamer, and as the boat left the park for Toronto, he went as usual to haul up the fenders, and accidentally fell overboard. The steamer was stopped at once, a boat lowered and every effort made to save him but he sank before he could be reached. The body had not been recovered up to noon yesterday.

ASHTABULA HARBOR.

Special to the Marine Record.

We have to record for Saturday forenoon the 21st inst. a sad chapter of accidents. A Hungarian laborer on the L. S. docks had a bucket of ore dumped onto him and he was badly hurt.

Pat McDonald fireman, fell into the hold of the Kittle Forbes, and was considerably hurt, ribs, crushed, etc. Both are doing well. A brakeman in the A. & P. yard in coupling cars had an arm crushed so bad that amputation was necessary, he is doing well.

Two men from propeller Schoolcraft started with a milk can after water. In stepping from one railroad track to avoid a train they placed themselves directly in front of a train backing down. One of the men was crushed and ground out of all semblance to humanity, the other man, the captain's brother, had a leg crushed and was otherwise badly hurt. The captain took his brother on board, threw his lines from the piles and in about the time I am writing about it had started for Cleveland with his wounded brother.

The Elizabeth A. Nicholson, is having new stern planks and schooner F. A. Georger, is having new rudder at Dwyne's yard.

POINT PELEE.

A cable from Point Pelee (mainland,) to Pelee Island, Lake Erie, will be laid in August. It will be nine miles in length and weigh 21 tons. There will be three signal stations on the island, one at the north wharf, one at the custom house and one at the west wharf, so that the prompt information of wrecks can be secured. The cable will be a telephone one, operated from Leamington, and in addition to serving the six hundred residents on the island and the signal service, it will also be utilized by the meteorological department at Toronto. The cable will be laid under the direction of Mr. F. N. Osborne, superintendent of government telegraphs, to whose energy Canada is indebted for the admirable signal service she at present possesses.

PORT COLBURN.

Carter Bros. started a wrecking expedition today, consisting of the tugs Booth and Alert with appliances to release the schooner Bay Trader, which was blown ashore during the gale of the 11th at Clear Creek, near Port Rowen. They have bought the vessel and intend fitting her up to be used as a lighter, etc., in connection with their steam-pump and diving apparatus in their wrecking business.

MARINE CITY.

The steamship Nipigon ran aground during a fog on the Canadian shore opposite this city Monday morning and was released by the J. C. Clarke.

LITTLE RECORDS.

Shipments from Saginaw river ports during the week were 12,427,000 feet lumber, 4,780,000 shingles, and 25,000 lath.

The propeller A. D. Hayward passed into the hands of S. R. Howell & Co. The consideration has not yet been made public.

There is already a more confident feeling in regard to Chicago grain freights. The corn must be moved and the vessels must carry it.

It is estimated that the loss on the propeller Davidson by going on Potter's Reef near Sand Beach with a load of ore will be about \$5,000.

A new lighthouse has been petitioned for and will probably be built at Point aux Pins, five miles out in the lake from the Sault Ste Marie canal.

As near as can be seen at a distance of ten miles the wreckers have succeeded in floating the propeller California and are towing her in toward St. Helena.

The owners of the schooner Alva Bradley, which sunk at Bois Blanc Island, were advised that she is afloat and in Malden. She will come down here to deliver her cargo of ore.

The total shipment of ore from Escanaba for the month to July 15 is as follows: Marquette range, 322,635; Gogebic range, 90,938; Menominee range, 388,788. Total, 802,251 tons.

Captain William Ganoe, aged 40 years, died last week of typhoid fever. He was a resident of Grand Rapids for thirty years, and commanded steamers on the Grand river for twenty years.

The steamer Leander Choate, owned by James and Leander Spalding, of Oshkosh, Wis., burned at Northport Friday morning. Loss, \$13,000. She ran between Oshkosh and New London.

It is thought that the fire which nearly destroyed the Cumberland, at Fairport, caught through the carelessness of coal heavers in leaving their lights in her fuel hold. Captain McLeod went to Cleveland to look after the interests of the insurance companies concerned in the loss.

Nearly half the season has passed without a change in lumber freight rates, which are quoted now as on the first cargo moved as follows: Bay City to Buffalo and Tonnawanda, \$1.75; Saginaw to Buffalo and Tonnawanda, \$1.87½; Bay City to Ohio, \$1.50; Saginaw to Ohio \$1.62½.

The new propeller for Ward's Detroit and Lake Superior line, launched at Bay City is named the Eber Ward. Her length is 213 feet beam 36 feet, depth of hold 15 feet. She will be sailed by Captain Stanton, now on the Hodge, and will run between Buffalo, Detroit and Duluth.

The schooner John Bean was sunk at the north pier of the Muskegon harbor in 1885, while in tow of the tug Newell Avery. In the case growing out of the loss, Judge Seaverns, in the United States district court at Grand Rapids, has decided that both the tug and schooner men were at fault, and he accordingly holds the tug responsible for half the damage.

With very little work \$300 was collected Friday from Chicago vessel owners for the purpose of helping to defray the expenses of sending ex-Congressman Richard Parsons to Washington. Mr. Parsons was sent to Washington to look after legislation affecting the lakes and his bill foots up \$1,700.

A bill has passed the house giving \$5,200 for a fog whistle to be established on the breakwater at Chicago. The steam syren at Evanston has long since lost its usefulness. When the wind is on shore the citizens suppress the whistle, and when off shore there is seldom any need for operating it.

One of the ship's chronometers at the United States navy department has a history. It was used by Captain Hull on the Polar, which was crushed and sunk by two icebergs off Littleton Island in 1872, and was put in a cask on the main land by the Buddington party. There it remained until 1876, when it was found by the British ship.

Carter Bros., have started a wrecking expedition from Port Colborne, consisting of the tugs Rooth and Alert with appliances to release the schooner Bay Trader, which was blown ashore during the gale of the 11th at Clear Creek, near Port Rowan. They have bought this vessel and intend fitting her up to be used as a lighter in connection with her steam pump and diving apparatus in their wrecking business.

Last week Major Anderson, engineer of the marine department, went down to Point Pelee and took the measurements for a fog whistle, which the government intends erecting at the dummy light. The work will be proceeded with at once and the whistle will be in operation before the close of navigation.

Reports to the department of railways and canals at Ottawa from its engineers at the Sault, indicate that satisfactory progress is being made in the work of locating the route of the proposed Canadian Sault canal. A number of lines have been run, Chief Engineer Page being desirous of obtaining the route which will be the easiest to work and the most economical.

A Mr. Smith has constructed a telephone for holding conversation with divers when they are on the bottom of the lake. The

apparatus will be tested on the shoals. Several unsuccessful efforts have been made in the United States to effect this service, but Mr. Smith has hopes that his arrangement will be found satisfactory.

The log raft at Joggins is almost ready to launch, and the Canadian government has as yet taken no steps to prevent it. The minister of marine told parliament last session that the government would during the recess consider measures to prevent such rafts going to sea, as they endanger shipping. The only law on the subject now is one providing that rafts, while drifting or at anchor, shall show a bright fire from sunset to sunrise, and that they shall be so navigated as to cause no unnecessary obstruction to vessels in Canadian waters. The owner is liable for damages if these rules are broken.

The limekiln range lights, above Park & Barrowman's factory, on the mainland, were inspected by Messrs. Smith and Anderson. They decided to advertise for tenders for the erection, this fall, of two small frame light-houses, similar to those on the head of Bois Blanc. They will be built in the river, a short distance from the bank, and one of them will be completely enclosed and large enough for a room for the keeper to remain in and watch the lights at night.

Two extra spar buoys have been put out by Captain Andrew Hackett at Bar Point for the Canadian government. Now there are three red buoys on the port hand side going out, and three black ones on the starboard hand. They resemble rows of fence posts. The middle ground, (with only 15 feet of water now,) on which so many boats have been touching, lies midway between the second red and second black buoys. Masters should keep within 100 feet of the buoys on either side, but keep away from the center, between the second buoys. After passing the three buoys on either side they can then haul back on the range and be clear of the shoal.

The biggest Atlantic coasting is the Pocahontas, a double-decker, 233 feet in length, 46 feet beam, and 20 feet in depth. Captain J. F. Sawyer says his vessel is a fast-sailing craft. Her 12-horse-power steam engine serves to load and discharge her cargo, work the 7-ton windlass, anchors sails, etc. The Pocahontas' capacity is 2,500 tons. She was built in Camden, Me., in 1887, by H. M. Bean, at a cost of \$60,000. Her cabin is a thing of beauty and a joy forever, being fitted up luxuriantly with all modern improvements known to ship-building.

An English lady, who visited America many years ago, used to tell the following story: On the voyage, she was one day shocked by seeing a ship's officer knock down one of the crew, who was inclined to mutiny. So much did the sight affect her that she retreated to her state-room, and did not again appear on deck until land was sighted. Then she perceived at the wheel the man who had received the blow. Approaching him she asked, with deep sympathy, "How is your head now?" "West-by-one-half-nor, ma'am," was the answer.

AN ESSAY ON BRIDGE BUILDING.

INDIANAPOLIS, July 23.

Editor of the Marine Record: As I explained in my last letter, my interview with the gentleman in the back yard of the Presidential candidate's residence was to be followed with a second interview, when I supposed that I would start in as an all-around hand at bridge building.

The next morning at 8 o'clock I met the man on the street corner, and he bade me hold myself in readiness to meet him at any moment, and for me to stand on the court house steps until he came; so I posted myself like a stately sentinel in a proper position until a vigilant police told me to move on. I made a move. Moved clear around the building and stood on the steps again. Thus the day passed and night, with its sable wings, hovered o'er the earth.

My employer came at last, bearing in his hand a dark lantern, with a candle in it, and he bade me, above all things, not to make a noise. I therefore took off my shoes and followed him. We entered a dark alley, the lower end of which merged into a lighted street. We went down a pair of stairs into a deep ravine and walked through an underground passage fourteen or fifteen yards, climbing up a stair case and entering the secret entrance of the reformers' club room.

Thereupon my conductor sprung the dark lantern upon the crowd and the pale candle flickered its pale rays upon the faces of six persons who immediately arose to their feet and greeted my conductor as follows: "Most mighty, high and exalted ruler, we greet thee," whereupon my conductor, who appeared to be a leader in this move, struck his heel three times upon the floor and the other men sat down, excepting one broad shouldered fellow, who had taken an extra drink or two, and they knocked him down.

The gentleman then addressing his conversation to me, asked, "What is your position on the tariff question?" to which I responded that I was an out and out free trader. "Tut, tut, tut," says he, that won't do, for the Republican party is a party of the people, and believes in protection so that the laboring man may receive better compensation for his labor.

I suggested that my experience had been such that I had learned that whenever I wanted to work for a man I found that the

man took the liberty, generally, to get me for as small an amount as possible, and that I could not see for the life of me why capital should recommend protection when it made them pay a larger salary to their employees. At this suggestion he flew all to pieces, and really got mad. "Why," said he, "you are no diplomat; can you not see," says he, "that this wages business is all a blind, and is only put out to catch the laboring men? No matter how much protection you have, there is nothing in the law to prevent my going and importing all the cheap labor I want, or I can shut my mill down whenever the men strike for better pay."

I say this to you privately, but when you go forth at night you must ignore every one excepting the man who digs and hoes. You will consider yourself the special agent of General Harrison, and make one your point; show yourself the friend of toil.

I was just about to depart when the chairman says, "By the way, have you got a dollar and a half about you?" but before I could respond the police entered the door, and run the last one of them into the station house.

The papers the next morning contained a long article about the arrest of Bill Piper, a noted loafer, who was going around the country passing himself off as a labor advocate, claiming to be a laboring man, when the truth revealed the fact that he was a shark living off the hard earnings of honest people.

The papers found out all about me and what a celebrated writer I was, and how much you thought of me, and how much a column you paid me for writing, and as there happened to be a meeting of the press association, of Indianapolis, I soon found myself overwhelmed with offers to write special articles. I am to write an article for several papers touching the current events of the day, such as base ball matches, horse races, high license, and marriage notes.

The paper for which I am preparing a special on General Harrison begged of me to be sure and make my articles as interesting as possible, so next week you will have the advanced sheets. I am going to a club to-night, and after the show is over I will put in the rest of my time writing.

THE SECOND ENGINEER.

THE MANCHESTER CANAL.

The English government is now constructing a ship canal from Liverpool to Manchester, which when completed, will have a serious effect upon the business of both those cities. It will make Manchester, now one of the most important manufacturing cities in the world, also a very important seaport, as ocean vessels of the largest size will be able to receive and deliver freights at its wharves. This freight is all now handled, from necessity, at the Liverpool docks. Liverpool has a population of 760,000 and Manchester of 850,000. The population of both places is rapidly increasing. The district which would be benefited by the canal contains a population of 7,500,000, or about one fifth of the population of the united kingdom. The canal is to be thirty-five miles long, twice the width of the Suez canal, with twenty six feet of water. The bill for its construction was opposed by all of the railway companies and by the enormous influence brought to bear by Liverpool, which, in this respect, seems to be the Buffalo of England. The canal is to be completed within four years. It would not seem from these facts which are reported by the U. S. consul at Manchester, that the government of England regards canals as having had their day.

CORRECTION.

As usual, when we reprint anything from daily papers, we get into a box, that is, some thing is wrong. We stated last week, through an irresponsible reporter, that Messrs. Craig & Son will remove from Gibraltar Mich., to Toledo, Wis., unnecessary to say that the only shipbuilders at Gibraltar is R. W. Linn, and that he will remain there; and that Craig and Son are the only shipbuilders at Trenton, Mich. It has been the purpose of Messrs. Craig & Son to remove then plant. Mr. Linn, who owns and operates the yard at Gibraltar, will continue to build ships at that place.

When the Commodore Perry came in last Monday she brought the scow Pigeon, which is neither an American or Canadian boat. The craft was charged with smuggling, but no case could be made. On Tuesday one of the sailors had the Pigeon tied up by a constable for \$53 owed to him. The constable has watched her daily until Saturday night, and when he went to the wharf next morning the Pigeon had flown for Canadian shores.

Six cargoes of coal reported at Duluth from Buffalo in one day last week averaged over 2,000 tons apiece.

U. S. ENGINEER OFFICE.

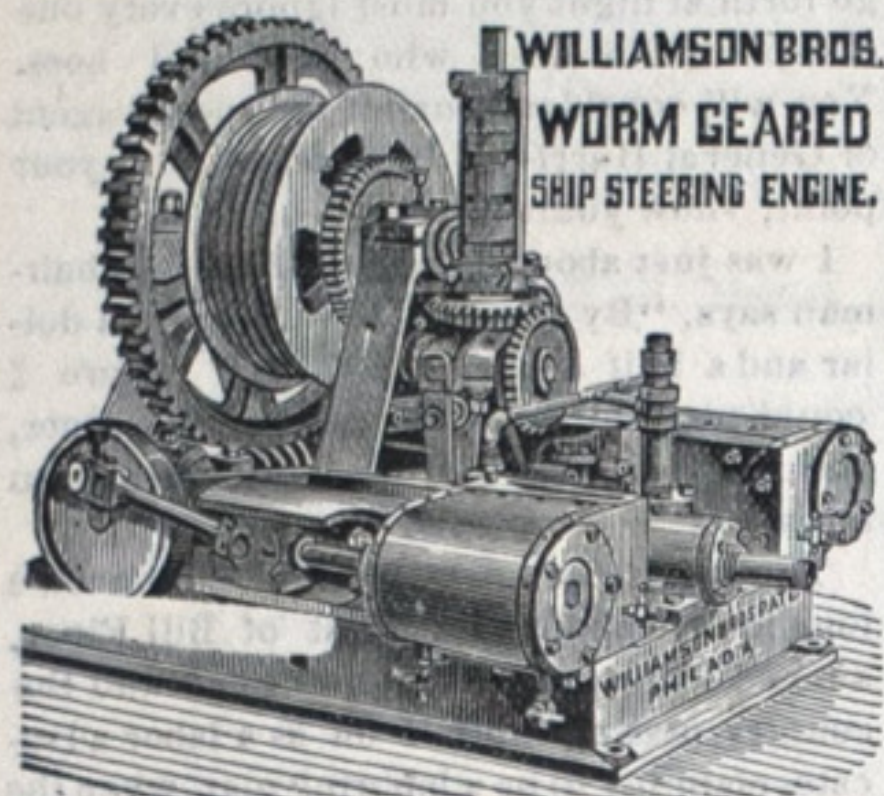
CLEVELAND, O., June 26, 1888.

NOTICE is hereby given to owners and all other parties concerned in any manner with the schooner "Joy," or her cargo, now sunk in and obstructing the channel at entrance to Ashtabula Harbor, Ohio, that they must remove said schooner and cargo from the channel; and that if the same is not removed within a reasonable time, it is the purpose of the Honorable the Secretary of War to treat said wreck as abandoned and derelict, and cause it to be removed in the manner prescribed by Section 4 of the Act of Congress approved June 14, 1880.

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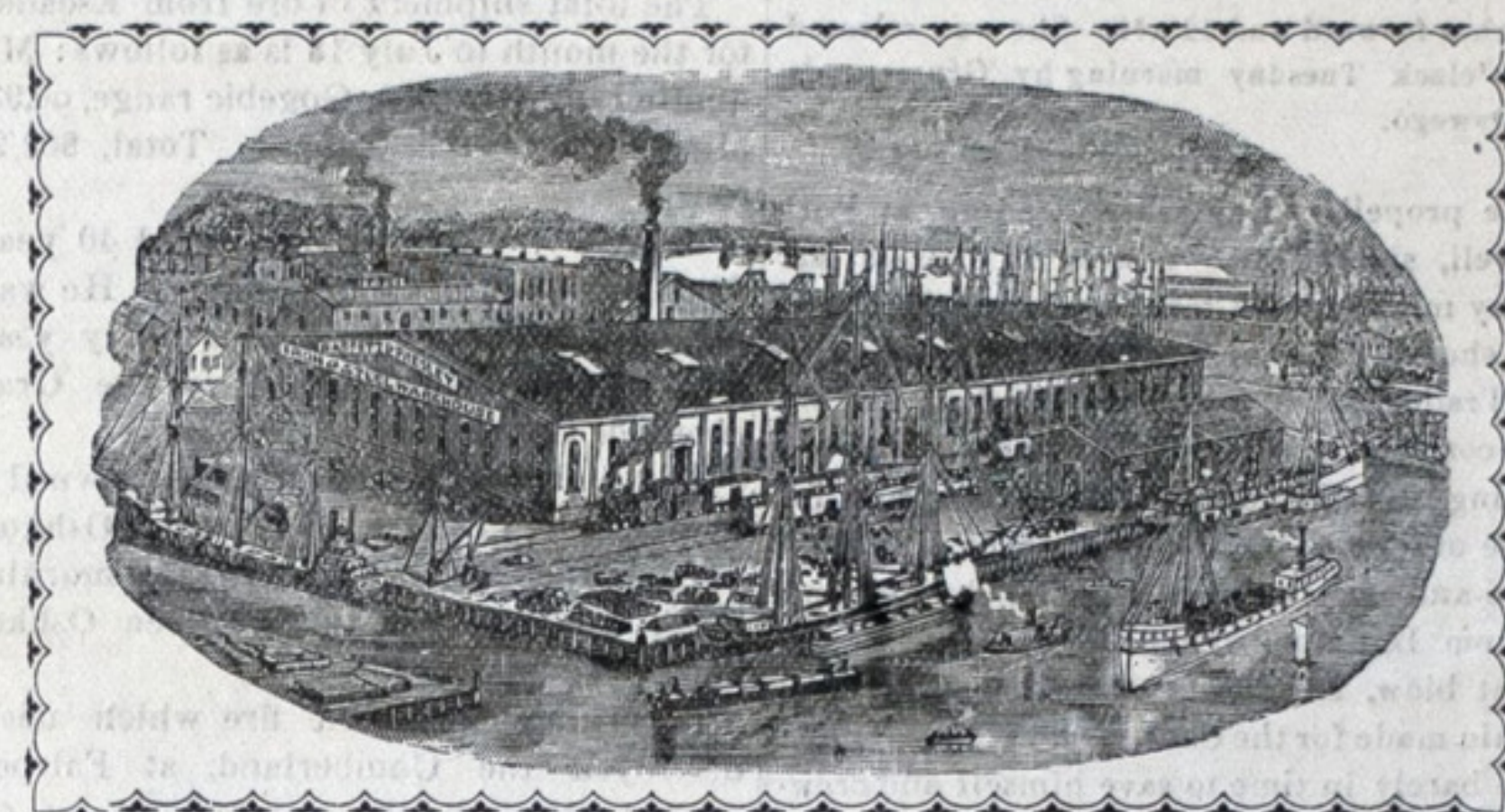
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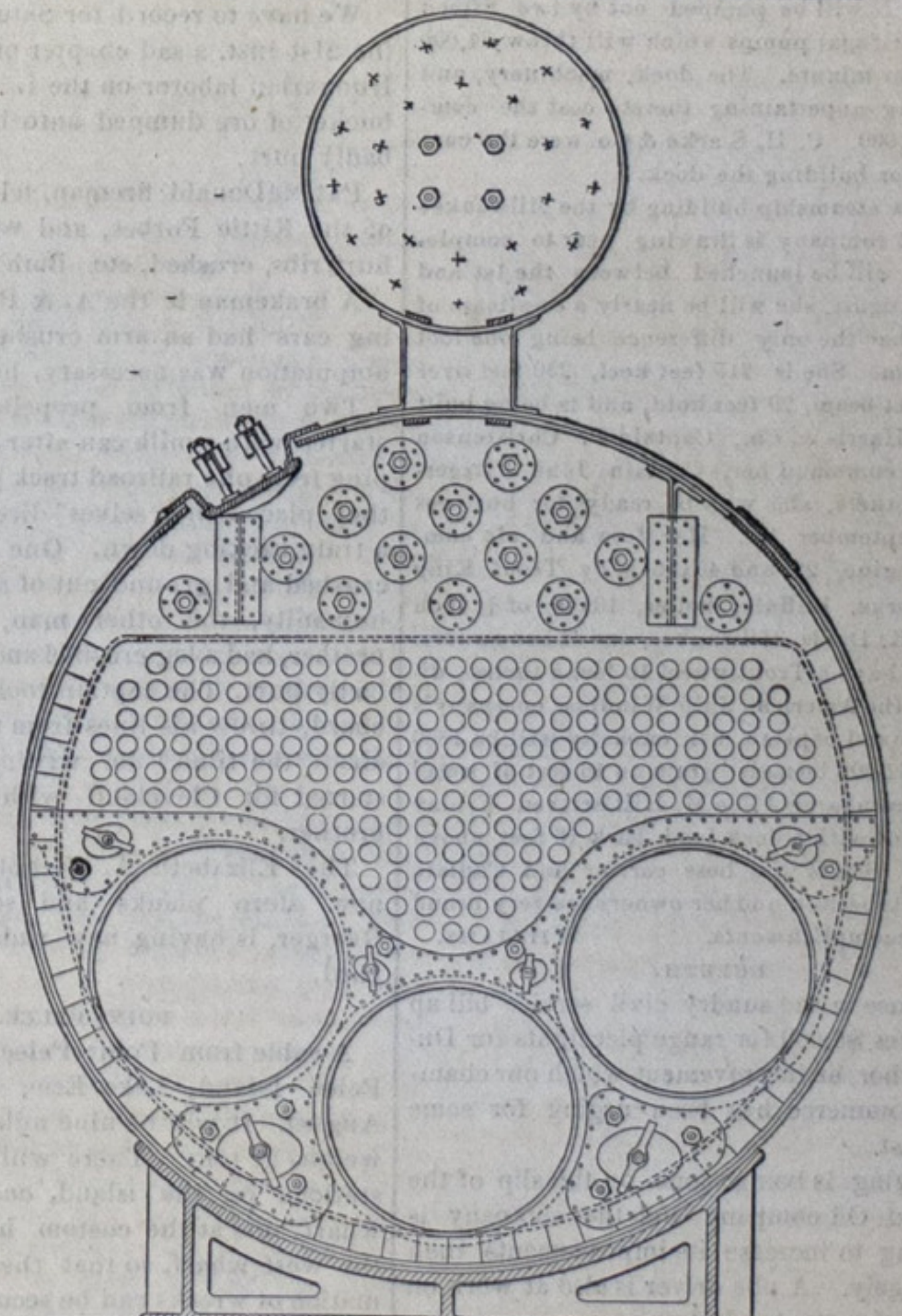
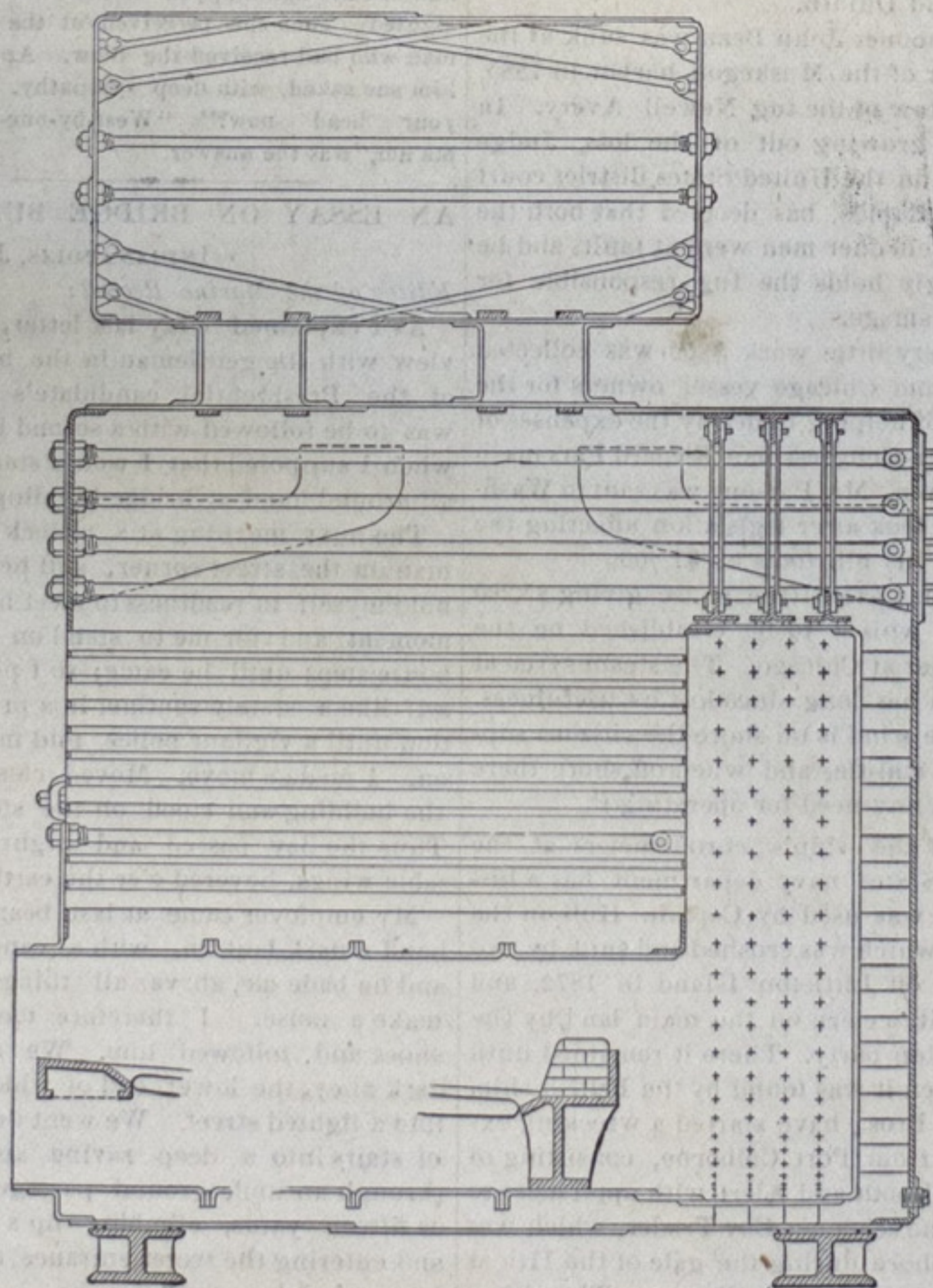
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Lake Shore & Michigan Southern.
Commencing Sunday, Sept. 1st, 1888. The time given in the figures below is standard (Nineteenth meridian) time, which is than Cleveland time proper.

Eastward.	Arrive	Depart
No. 4, Fast Limited Express.....	12 55 A M	1 55 A M
No. 6 N. Y. & Boston Ex.....	1 35 A M	1 40 A M
No. 8, N. Y. & A. Express.....	2 25 A M	2 30 A M
No. 24, Elyria Accommodation.....	7 45 A M	7 50 A M
No. 24, Buffalo Ac'm via Sandusky.....	10 05 A M	10 15 A M
No. 24, Toledo Accom via Norwalk.....	10 05 A M	10 15 A M
No. 10, New York & Boston, "Flyer".....	11 50 A M	12 00 P M
No. 12, N. Y. & B. Fast Express.....	2 35 P M	3 45 P M
No. 2, Night Ex via Norwalk.....	9 40 P M	10 00 P M
No. 22, Night Ex via Sandusky.....	10 40 P M	10 50 P M
No. 26, Conneaut Accommodation.....	14 25 P M	14 30 P M

Westward.	Arrive	Depart
No. 1, Fast Limited Express.....	12 15 A M	12 15 A M
No. 25, Cleveland Express.....	12 15 A M	12 15 A M
No. 3, Chicago Express via.....	5 30 A M	5 45 A M
No. 25, Mich Accom Norwalk.....	7 50 A M	8 00 A M
No. 21, Toledo Ex via Norwalk.....	12 50 P M	1 20 P M
No. 5, St Louis Ex via Sandusky.....	1 50 A M	2 00 A M
No. 9, Chi Pac Ex via Norwalk.....	6 55 P M	7 15 P M
No. 31, Elyria ac to Elyria only.....	14 30 P M	14 30 P M
No. 27, Conneaut Accommodation.....	18 10 A M	18 10 A M

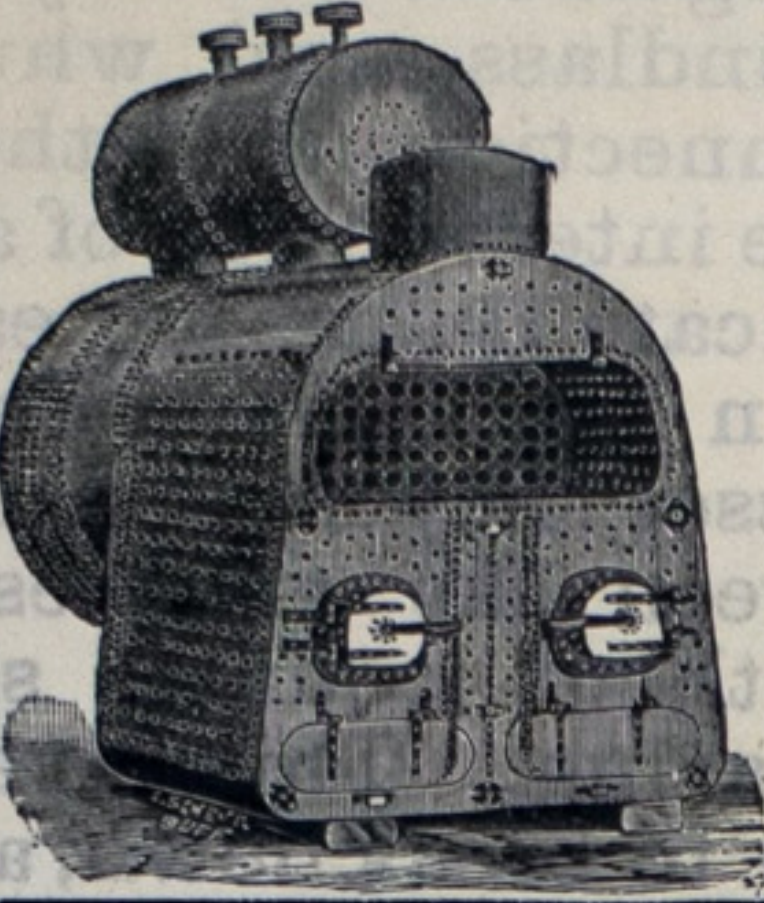
Sunday train for Nottingham-Depart 9:20 a. m. and 1:00 p. m.; returning, arrive at 9:20 a. m. and 4:45 p. m.
Reference marks--Daily, t daily, except Sunday, t daily, except Monday.
A local Cleveland and New York sleeper, also sleeper for Boston, and dining car daily, on No. 10, leaving Cleveland at 11:50 A. M.; arrive Grand Central depot, New York, 7:30 a. m.
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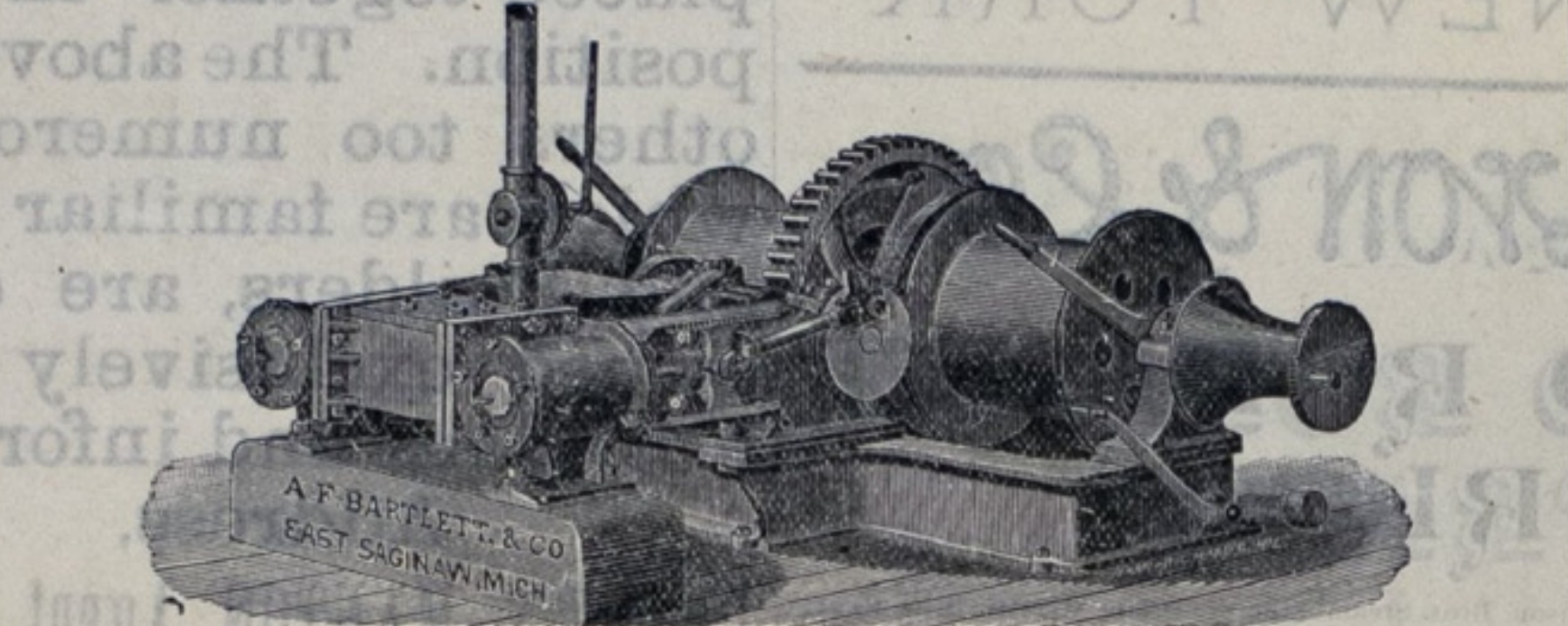


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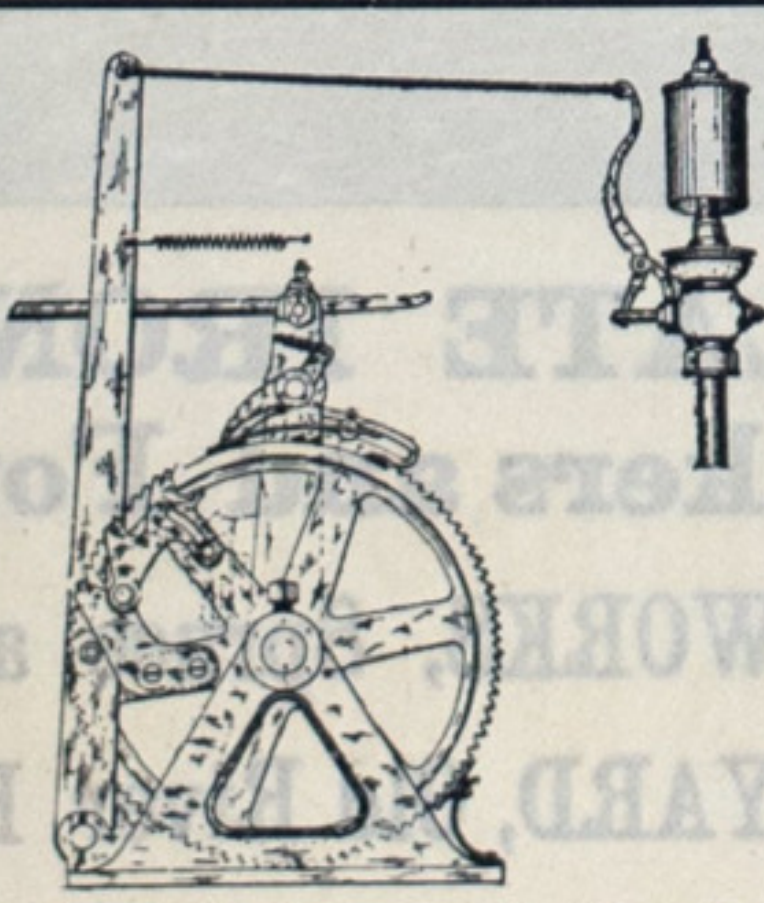
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To the President and Board of Superintending Inspectors of Steam Vessels:

Your committee, which was referred the "Chase Fog Whistle Machine" beg leave to report: "That we have carefully examined the same and find that it blows at regular intervals, being worked by the engine, thereby insuring regular and continuous blasts for any length of time that may be required and would recommend it or similar device to owners of steam vessels as an additional safeguard to navigation."
H. S. LUBBOCK,
GEO. H. STARBUCK, } Committee.
W. D. ROBINSON,

The manufacturers are the Chase Fog Whistle Machine Co., corner of Elm and Spruce streets, Cleveland, O.



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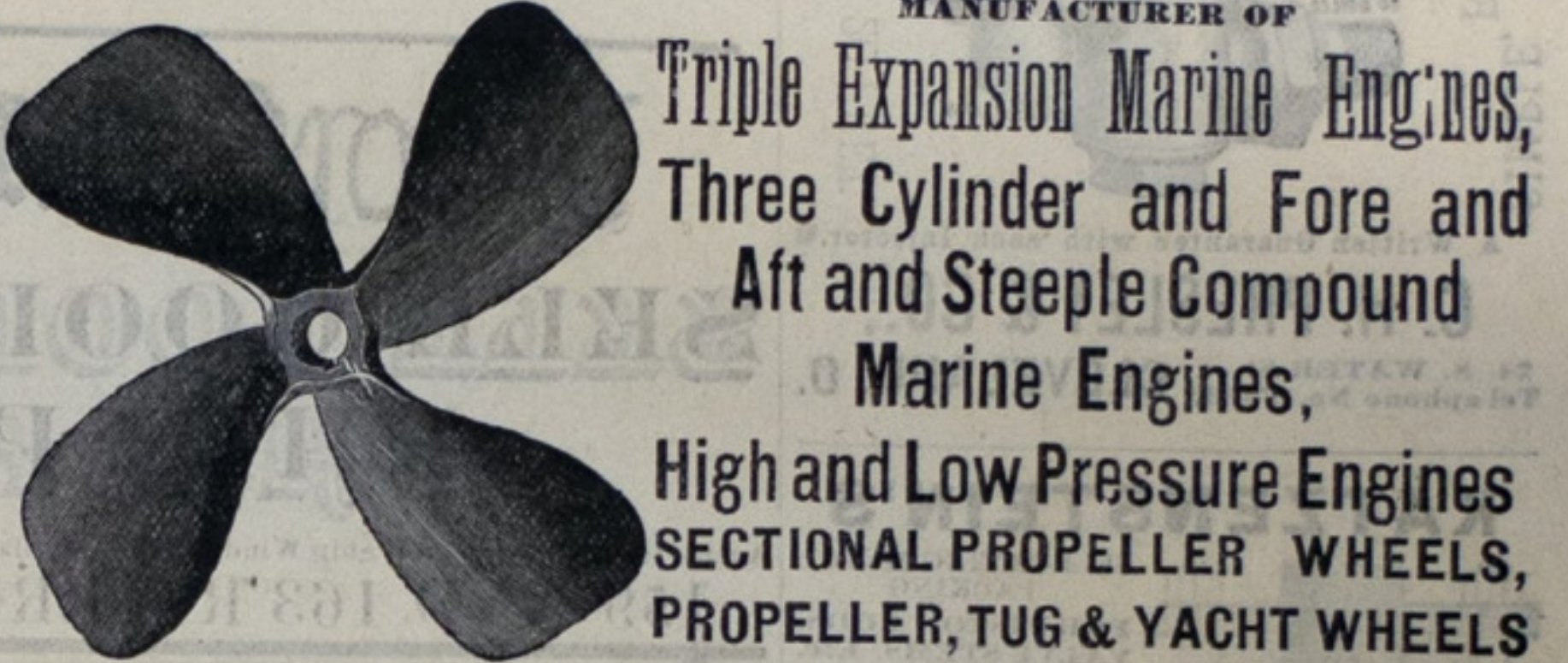
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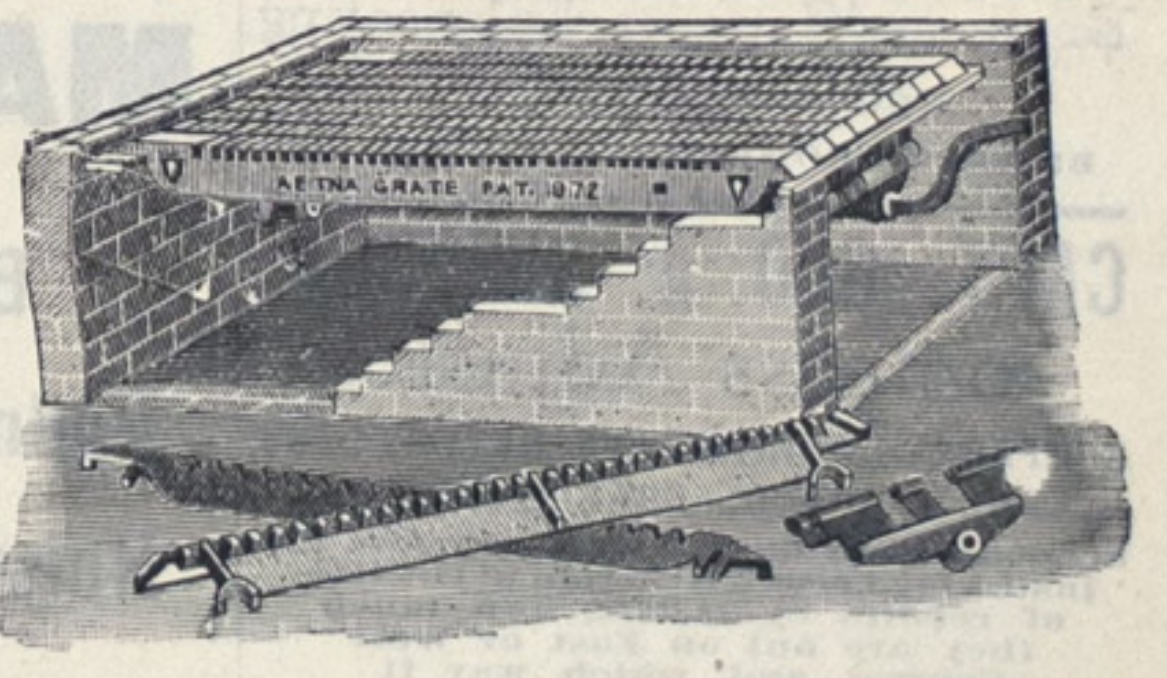
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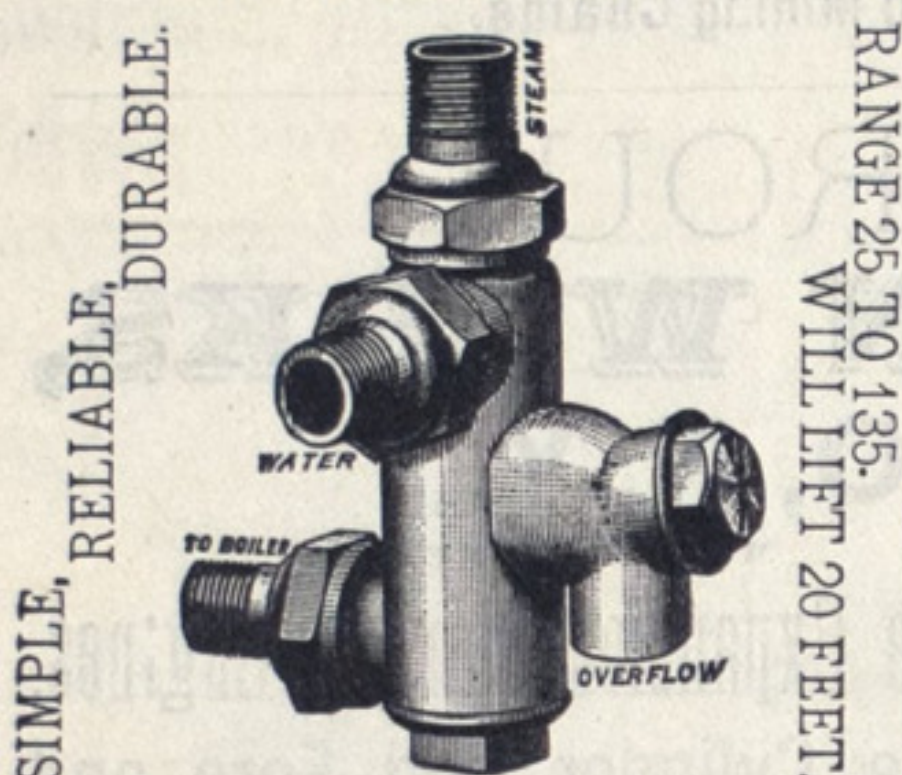
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Steamer leaves 23 River St., at 9 a. m., city
time, returning at 6:30 p. m.

TO DETROIT, FARE \$2

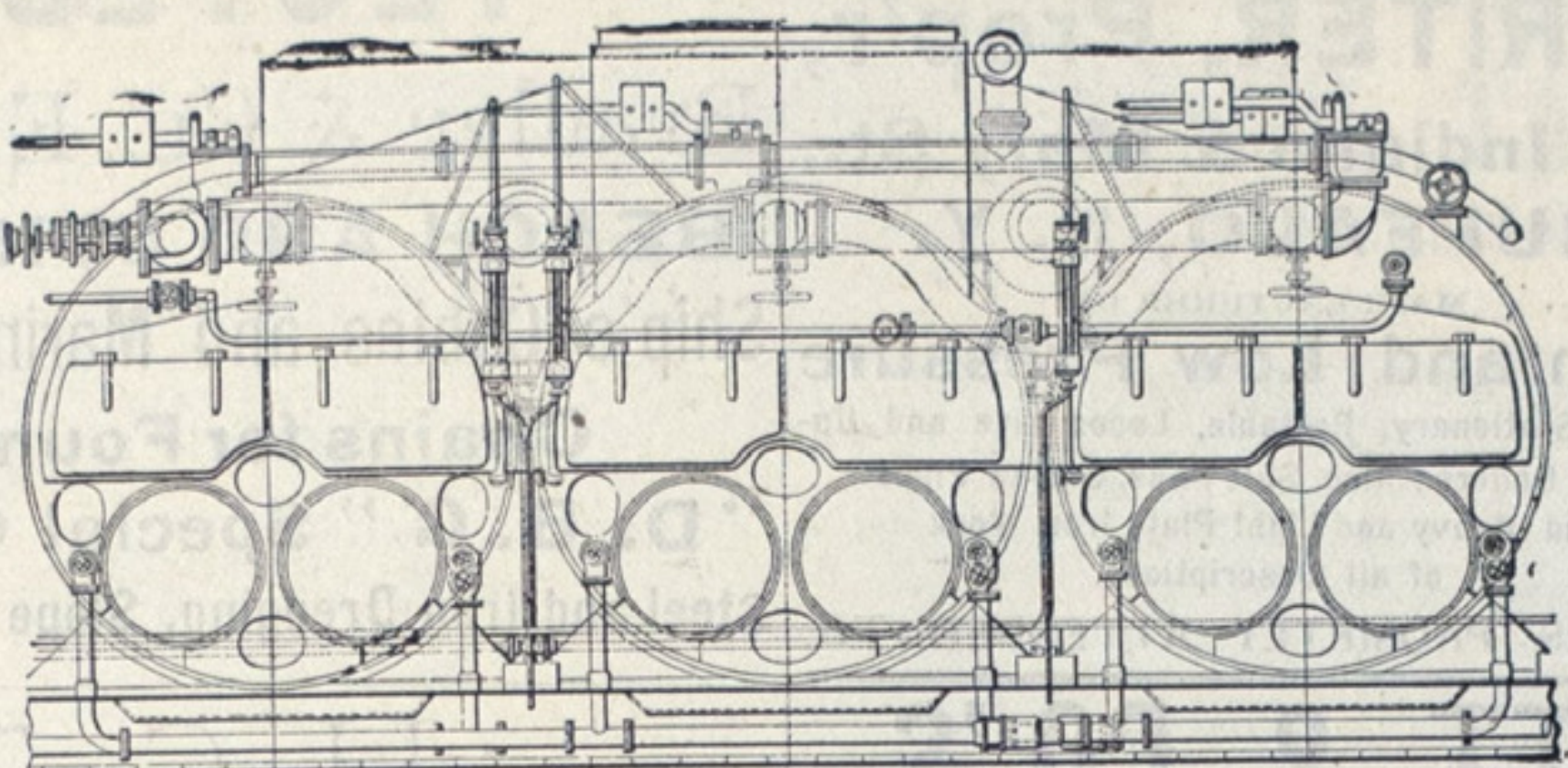
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CITY OF CLEVELAND,
FROM PUT-IN-BAY,
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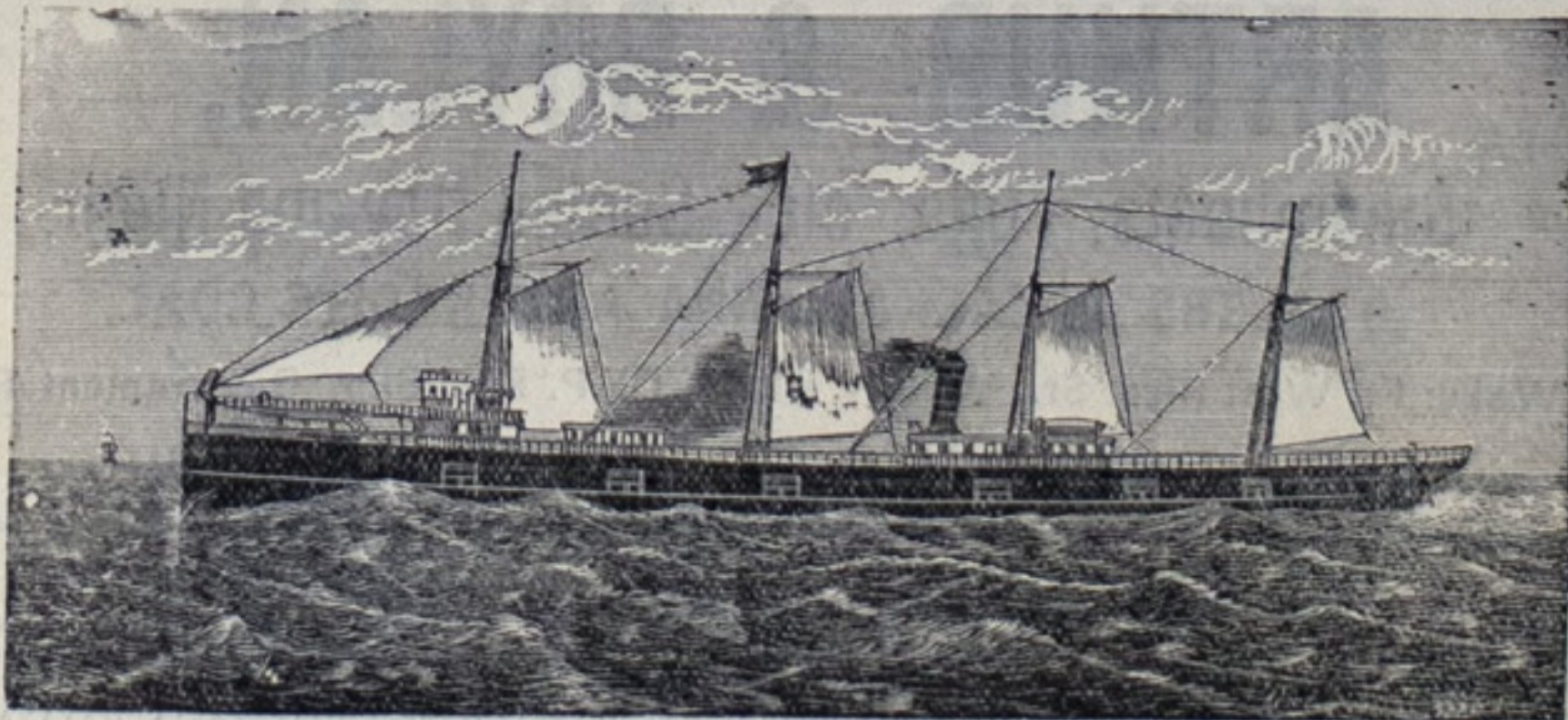
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